The Sea People

ICW - Some hard lessons learned
Tiki Sails - Improved Handling
Cat Corner - Turks & Caicos
Plywood problems
Inexpensive Anchors
News from SeaPeople

No 47

MARCH 2002

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The Sea People

Magazine of the Polynesian Catamaran Association

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Cover Picture: Tim Ainsley relaxed & enjoying life at the helm of his Raka 36 "Beluga" in the waters off North Caicos.
Photo by Ben Mullett (see associated story pages 14 & 15).

From the PCA Constitution:
The objects of the Association are to promote and further the interests of builders and owners of Polynesian Catamarans, and to encourage the development of good seamanship in all its aspects amongst the association's members.
"Polynesian Catamarans" shall mean the various classes of catamarans as designed by James Wharram.

A View from the Helm

I have been asked to contribute a few thoughts to each magazine. In general I shall be doing just that, the random thoughts of an idle fellow, but for this first time a rather more serious look at the place in which we find ourselves seems to be called for.

For the last couple of years I have watched from afar as the PCA seemed to tear itself apart. It would be of no benefit to any of us to try to work out what went wrong and, still less, whose fault it was. When I was asked to stand as commodore, I accepted in the hope that somebody who had taken no active part in the association for a few years might help to pull it back together. It so happened that Jenny and I were due back in England at about the time of the London meeting on Jan 12th so we stretched our stay in England to take in both London and a constructors meet at Poole on 26th Jan.

The London meeting was, to say the least, tense but in the end common sense prevailed and we got through the business, managed to talk to old friends and heard James telling us about sailing in the Med. I do hope that those who went along thinking in the back of their minds that it might be time to leave the PCA were persuaded to give the new committee a chance to get things going. We are nothing if we don't speak for a large proportion of Wharram owners. All of last years members will be receiving this magazine and I would like to make a personal appeal to those of you who have not renewed this year to do so now and give us the support we need to get the association back on its way. More of which soon.

The constructors meeting was more like old times and very much the sort of thing that the PCA does well. It was a horrible day with half a gale trying to blow away Jeremy Slacks shed but eight or nine folk gathered to admire his very well built Tiki 26, to learn new techniques and to pass on the hints accumulated in, between us, many many hours of building. People came and went but a few of us stayed all day and finished off with a meal in the local before, for Jenny and I , a long drive back to Cambridge.

So, if we are going to get the association back on its way, what is that way? It seems to me that there are three main strands. The first has to be the magazine. Only a minority of members have web access, even fewer actually have it at home. We need more articles and more volunteers to help with the production of the magazine. The second strand is the meetings. I'll guarantee that if you ask members for the highlights of their time in the PCA nine will mention the Plymouth meetings to every one that mentions an AGM, still less an EGM! And of course there are other meetings which brings me to the third strand which is to look after overseas members better.

The meetings that Gerald Winkler has organised in Austria seem to me to offer a way forward here and bear a lot of thinking about. For that matter the meetings that the Cartwrights have organised in the North of England meet a real need for those who cannot get to meetings at the other end of the country.

Now these are words addressed to the members, not to the committee. The thing that these initiatives have in common is that they were started by enthusiasts who were not on any committee though having shown that enthusiasm they tended to get roped in. Think about it and see what you can do.

Leading from the front as ever, I will organise a meeting on the Mar Menor near Cartagena in Spain in early October 2002. Two boats are signed up already so there is room for folk without boats. Get in touch if you are interested.

In my introduction to you as a possible commodore I said that I did not want to be a hands on commodore but to keep a watching brief on the general direction in which the association was going. I have given here a few thoughts on that matter. Please get in touch with me if you want to discuss general matters that you think the "office staff" might not have time for. I have the luxury of being able to spend quite a lot of my time sitting on deck and just thinking.

Please also think hard about the matter of the constitution and give your thoughts to the sub committee. We have a one off opportunity to get this right and we don't want to blow it.

May your breezes be gentle.

Mike Wynn

Your recently elected PCA Committee can be reached by the following methods (thanks for participating in the voting, 160 total ballot papers returned). This is the highest recorded involvement by our members. We hope we won't let you down.

Mail – PCA Committee,
118 Howeth Rd, Bournemouth, BH10 5NS, England
Telephone +44 (0) 1202 531 445
Email - pcacommittee@pca-seapeople.org

Individual Members e-mails are as follows -

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Lee Shipley	PCAOZ@pca-seapeople.org	(136)
Steve Tellardin	PCAUSA@pca-seapeople.org	(140)

Co-opted Committee members

Roger Ayres	PCACOM1@pca-seapeople.org
Frank Sarnighausen	PCACOM2@pca-seapeople.org
Mike Duckett	PCACOM3@pca-seapeople.org

Full contact details will appear in the members handbook which as ever is acknowledgement of your membership fees.

You'll find enclosed in this issue a copy of the current constitution for your study and comments. Constitutional issues can be sent in the first instance to PCACONS@pca-seapeople.org.

warning - new ed. at large

Hi everyone,

First and foremost I would like to thank Ben Mullett for the opportunity to work on the last two issues to "get my feet wet" in learning what was involved in putting the mag. together.

I'd also like to say a word of thanks to all our past editors. From James, Ruth, John Zalucki, Dave Skelhorn, Andre, Steve T., Scott & Adrian and all their helpers (apologies to others that I might have missed here) for publishing the knowledgeable and entertaining articles that helped guide me (sporadically) from a Wharram admirer in the 70s and 80s to a neophyte Wharram owner (competent mono sailor) in the early 90s. At this point I hope I can help other PCA members with information in helping them to realise their dreams as the above mentioned have helped me.

I hope to introduce some new ideas to the magazine, nothing totally radical but things that I hope you'll enjoy.

1. We will be publishing 4 issues per year, like Ben and other editors before me I hope I'll have sufficient diverse material that reflects the diversity that is the PCA membership. We are builders, we are sailors, we are dreamers, we are hopefully voyagers also.

2. I'd love to get the mag out on a regular schedule. One each in March, June, September & December. This will serve a couple of purposes, reduce calls to the office about when the magazine is due, members will know when we'll be putting the magazine together and thus know approximate deadlines for inclusion in the next magazine (generally we'll put articles in until the last minute but it would be nice to have a good batch to select from about two weeks before we start assembling things).

3. I loved the idea of being able to make a snap shackle from existing rope on board and thus saving £20-100 for each one. I think it's such a great concept that each future issue will contain an item that will save **at least one full years membership fee**. I intend to publish similar money saving practical items each issue. I have 3 or 4 ideas in my head to use for publication but would welcome any and all other such submissions (see page 23 for homebuilt anchors in this issue).

4. I also intend to introduce regular features. Some will be old favorites and some will be new. These will serve a couple of purposes. One is that readers will see a format that they'll come to expect. If a particular feature proves popular we can expand how many pages it occupies. If it bombs, it can be removed. Also it gives potential contributors an idea in what areas they feel comfortable in contributing an article on.

Having said all that, I am not one for the long haul. I like to come in do a good job and then move on. I doubt if I'll want to do the job for more than two years and would welcome anyone who wants to learn what is involved in putting the mag. together whether you want to run for editor in the future or not. With this end in mind, we intend to take our magazine preparation sessions "on the road". Ken & I plan on attending the Austrian speed weekend in May and that would present an opportunity for any interested members to get involved. We'd like to offer the opportunity to others to get involved, whether you're in Edinburgh or Eindhoven. Time/travelling constraints will probably restrict us to the UK and Europe. If you want to put together a rally or a social meet, ideal times will be late Aug/early Sept and late Nov/early Dec .

Having just finished reading Jimmy Buffets' "A Pirate Looks at Fifty" has only re-inforced my desire to get out there sailing in sunny climes, fishing, diving and generally enjoying being on my boat and enjoying life in the islands.

Finally, this wouldn't be a real intro from the editor without the obligatory appeal for articles.

I'd like to appeal especially to our senior members who must have at least one would-be article be it humorous occurrence, building or sailing advice, cruising or building tips, cat corners etc. Mike's Bawley rig article (page 16-17) is a wonderful example of the knowledge base we have in the PCA. For the hints and tips section, this doesn't have to be a complete piece, we could put together 2 or 3 small hints where there's a common theme.

Dave (Peak).

Articles for submission to the mag can be sent to the PCA Office or electronically to
pcatxt@pca-seapeople.org (for articles, simple txt is best, .doc is fine also)
and pcapix@pca-seapeople.org[for pictures or drawings] - bmp & jpg formats preferred
(pictures should be scanned in at 300x300 resolution and should be no more than 300K please)

Going where the weather suits my clothes

(Or things that go bump in the night) by Andy Solywoda

Hello All,

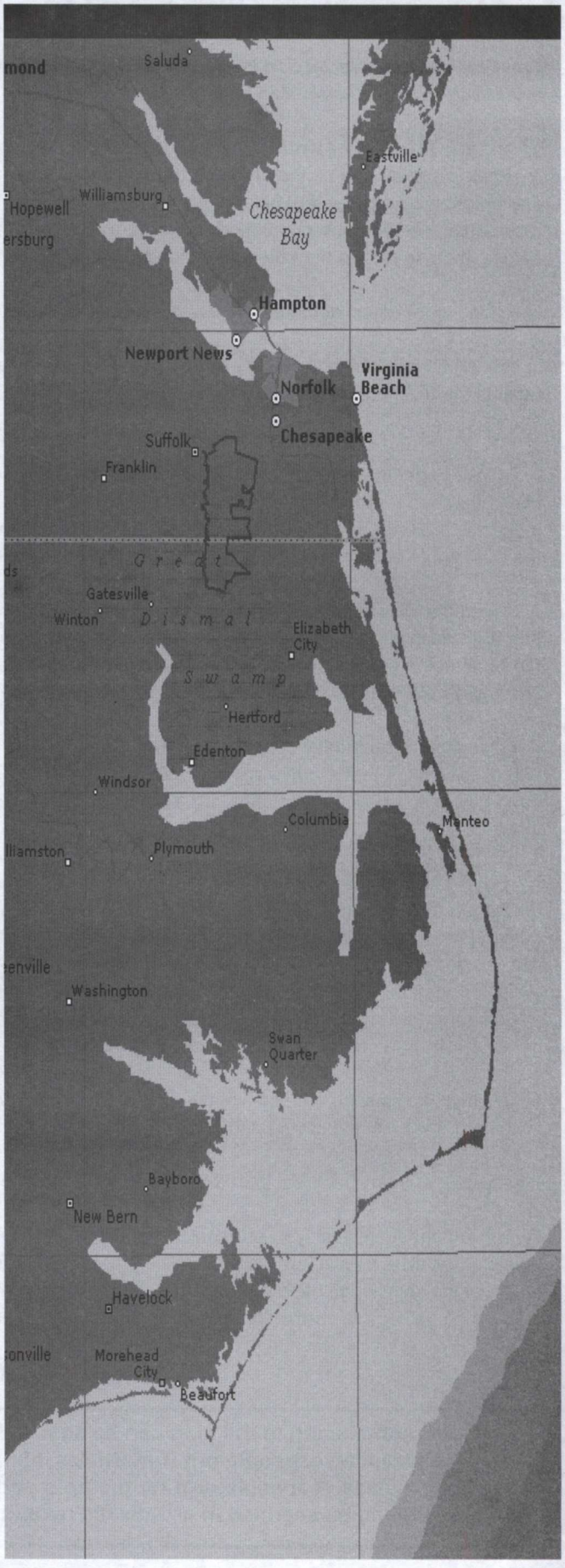
Here is a brief account of the last week and a half after "Day One" which left me in Manasquan, New Jersey with a port hull full of mushy paper, mostly old cookbooks which had soaked their fill of water. I spent 5 days there installing a through hull fitting and plumbing the sink to it, ran all the soggy clothing through the laundromat, and proceeded to the gas dock to fill up. I went south along the coast with an offshore northwesterly wind pushing me along.

My navigation technique was to set a point ahead on the map and let the nav software set a course to steer. Since my compass wasn't swung yet and in fact was off by quite a bit, I steered close to what I thought the course would be. For instance if I had been steering 185 but the new course would be 10 degrees more than my old course, then I'd steer 195 and see how the GPS course compared to the course to steer. After a few adjustments I'd be right on course, no need to take into account currents and wind pushing the boat. The GPS would give me my actual course over the ground. However, sometimes the Fugawi software would start acting funny and would have to be rebooted. In some cases it would zoom the chart display but the position and track would now be out of position. Also sometimes it would add a projection to the track, even though I hadn't gone there yet.

When I crossed the mouth of the Delaware Bay it was very rough. I found water on the floor of the pilothouse all the time. My feet were wet and condensation would fog up the portlights. By running the generator I would charge one of the three batteries and also run the electric heater. Not much of a sailing story, more like a trucker driving his 18 wheeler down a one lane road at 5 mph. I pulled into Ocean City, Maryland the next morning and it was very cold. Nothing was open and I needed fuel. I found the commercial fishing port and entered and tied up to a gas dock.

There was snow on the deck. I took all my damp things from the pilothouse with me to a motel and toasted them dry on the forced air heat.

I noticed the cell phone wasn't taking a charge and the battery was low. Also the VHF radio was dead with moisture inside the display. Almost everything electronic was soaked, however the laptop and GPS were still running fine. I gassed up the next morning and set out for Norfolk and the Intracoastal waterway. I went through the mouth of Chesapeake Bay and into a strong northwesterly. I was afraid the hatches would be torn off the bows.



Going where the weather suits my clothes(contd.)

I had some trouble finding the entrance to the Intracoastal, but that GPS is marvelous, and I began following the markers and a tugboat that helped show the way. At one point the tug pulled into what was a lock, but I thought it was some sort of industrial dock and went on another channel that was marked similar to the intracoastal. It only went a short distance and deadended, and when I got back the tug was locking through and I had to wait an hour for my turn. It began to get dark, but I had plenty of fuel and was going to keep going as long as I could. I was on the last 15 miles of intracoastal before Currituck Sound where I assumed the open water would make night navigation much easier.

I had made a right turn after passing under a bridge and saw the next marker was way to the right. I continued my turn and decided to pass to the left side of the marker, or I might hit it. I came to a dead stop, stuck in the muck. Try as I might I couldn't get her off the mudbank. Once I settled everything down and checked over the boat I found more water had inundated the twin bunk I had been using forward in the starboard hull. There was no other space set up for sleeping.

Then I found the generator recoil starter jammed and wouldn't take in the pull starter. No heat. No place to sleep. I made an igloo out of quilts under the dinette and slept uncomfortably there. The next day went on with no success in getting off the mud. Finally a Sea-Tow boat came by and pulled me off for an expensive tow job. A fellow had passed in a little sloop and said there was a little town ahead with marinas and motels and a storm was on the way, a northeaster.

Although it was getting dark again, I proceeded cautiously to try to get tied up to a dock and get a warm bed to sleep in. The Sea-Tow operator said "stay to the green side going down to Coinjock, there's an island or something down there, then stay to the red, channel's narrah." It was so narrow it was hard to believe there was a channel there at all. I touched bottom but was able to keep going, then I found myself running on the right side of the channel with a large fishing boat coming up and there didn't seem to be enough room. I was lined up between the fish boat and the red marker when I touched bottom again.

This time she wouldn't budge. I was only 3 ½ miles from that warm bed. It was getting windy and rough out there. I learned later that the northeasterly wind blew the water south and drained the northern end of the sound. The water depth outside of the channel was only about a foot and a half.

I couldn't imagine sleeping under the dinette again, so I put a plywood cover between the milkstool I used in the pilothouse and the heater. Then I covered that with a soft cushy quilt, then I tried to get comfortable with my feet up on the pilothouse counter and my head on a roll of fiberglass. It was actually possible to sleep like that.

The next day was very rough with sleet and snow flying. I could see the water level had dropped even further. This was very disconcerting. The weather was miserable and the water was too rough to take the dinghy to civilization. I was able to make some coffee and oatmeal for breakfast and later warmed up some pasta with clam sauce for lunch. I burned the pasta afterwards trying to keep it warm for later and it looked like something out of a horror movie, stringy noodles with red and black stuff congealed together.

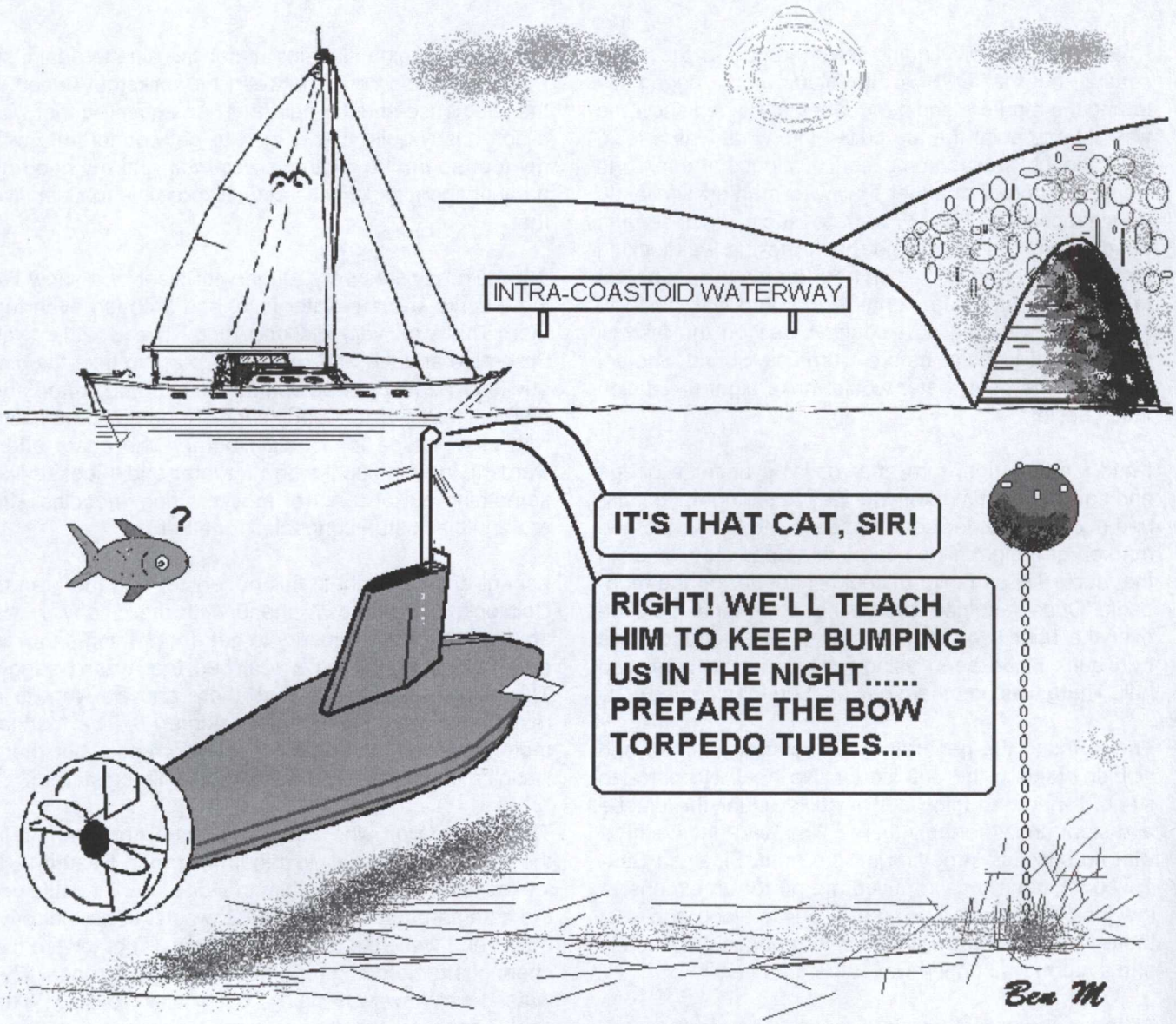
I spent another night in this nor'easter and then ran to Coinjock, the little town ahead, with the dinghy. I was able to bring some laundry to get dry clothing and was able to sleep finally in a real bed that wasn't soggy. The sloop sailor was tied up there and we went to a restaurant where I devoured a prime rib. The marina/motel provided a vehicle for local errands, but there wasn't much locally, just a few convenience stores.

The sloop sailor, who was also named Andy, set off in the morning and said he'd look for me in Beaufort. It looked like I could follow him in a day later if I could get the catamaran out of the mud. It wasn't to be that day, however, I was able to move the boat 1 foot toward the channel after kedging for 4 hours in the afternoon. The water level now was rising, but it was so slow. The dock keeper at the marina said it only changes level inches a day, but it would eventually come up another couple of feet if north winds didn't come about. I spent the better part of the next morning kedging again.

This was brutal work, winching the anchor line in 10 feet at a time, and moving the boat only a few inches, but it was more productive than the 1 foot in 4 hours of the previous day. It took about 4 hours to move a half boat length and then we were free of the mud! I gave a little cheer and secured the anchors and motored to the marina/motel.

There I fueled up and looked at the time left in the day and my options to make some distance. I was eager to catch up to Sloop Andy.

Going where the weather suits my clothes(contd.)


INTRA-COASTOID WATERWAY
?
IT'S THAT CAT, SIR!
RIGHT! WE'LL TEACH HIM TO KEEP BUMPING US IN THE NIGHT..... PREPARE THE BOW TORPEDO TUBES....
Ben M

It looked like I could run Albemarle Sound at night and make Oriental, North Carolina the next day. I didn't want to run the intracoastal at night because of the chance of hitting an unlit channel marker in the dark. There were many of them.

The only obstacle in my overnight track was the bridge to Roanoke Island and the clearance wasn't available on any of my charts. The dock keeper wasn't sure how high it was and their store didn't have any charts that covered that area. We called a local marina near Manteo near the bridge and they gave the figures of 65 and 75 feet for the two navigable spans. This was plenty of clearance and I set out.

After entering the Sound I followed markers and set my course south toward Manteo. There was a northwesterly wind that helped me make good time, but the boat wanted to wallow a bit in between waves. This was small craft warning and gale warning weather. The VHF radio was now working and boaters were advised to stay in port during this weather. I ran down the Sound as night fell and then made my way to the bridge. As it got closer I could make out the two spans, but they looked the same height. Whenever I go under a bridge it looks like the boat won't fit, even if there is 20 feet of clearance over the mast, and so it looked for this bridge. I got closer and marveled at this optical illusion. Then at the last second I thought, "Oh, no, it's not going to make it", but I still expected it to clear. It didn't.

Going where the weather suits my clothes(contd.)

The actual clearance was about 45 feet and the impact really shook up the boat. Talk about a shakedown cruise! The upper forestay parted and I backed off and ran back up into the Sound. What a pickle. I now had to navigate in the dark back to the intracoastal which I had loathed to run in the dark, and then find a place to anchor. There didn't appear to be much damage to the boat from the bridge impact, but I couldn't see the masthead in the dark. The steaming light was still working and the rig had loosened a bit, but it was tightened quickly.

Now I was working against the north wind and slamming through rough seas. This lasted a few hours and I found my way to the Alligator River. There was a swing bridge part way up the river and I anchored till morning, cold and exhausted.

I could see a mark on the mast about 5 feet from the top in the morning light, but no further damage. I made some coffee and oatmeal and proceeded to the bridge which let me through. Ahead was the Alligator River Canal, notoriously tricky and not well marked. Past that was Bellhaven which I would reach in mid afternoon. It was the last place get fuel or tie up till Oriental, which was too far to travel before night fell.

Once again I began to look for a way to run at night, this time through Pamlico Sound. There was a huge reef blocking my path but if I went 8 miles off shore I could go around and make Oriental the next day. I was still determined to make it to Beaufort as quickly as possible. This run down the sound was similar to the one of the previous night. I was making 8 knots and better.

After night fell I was in the vicinity of the reef and kept track of my distance off shore. When I got to 8 miles off I set a course to the Neuse River and Oriental. Soon after I ran aground hard. The boat turned a bit and I was able to move it a little parallel to the waves as they alternately lifted one hull and then the other. Like walking the boat on the sand bar. Eventually that didn't work anymore and I was stuck and turned in for the rest of the night. I felt very low. I was too far from shore to run in with the dinghy and after my previous work kedging the boat off the mud, I didn't relish the prospect of doing it 8 miles off shore and in what direction?

The next morning I could see I had clipped the end of the reef about a half mile from the tip. There was an obvious tide rip on the shallowest ridge of the reef and I could see which direction I had to work in. The kedging work wasn't as bad as I had anticipated and after about 4 hours of work I was off and headed for the end of the reef.

Then I made course for the Neuse River again, but I was going for the canal to Beaufort and bypassing Oriental. I calculated I had enough fuel to make a group of 3 marinas just north of Beaufort. At the end of the day I was in the canal, navigating the intracoastal once again in the dark. I decided not to do that anymore, but I needed to stop and get fuel anyway so I continued.

The marinas weren't open or even lit as I went by them. I was down to the last of my emergency tank and pulled into the last marina of the 3. They were lit and looked like they might be in business to pump gas in the morning. Sure enough someone came over to help me tie up and said we could pump gas at 7 in the morning.

There were no rooms available or shore power to run my heater. There was a shower available and I took a nice warm shower. I had to make a quilt igloo again under the dinette. It was very cold overnight and in the morning the portlights were frosted over and the decks were covered with a thick layer of frost, almost as if it had snowed overnight. Breakfast of onion omelet and coffee warmed up the cabin and I dressed like an Eskimo (once again). After fueling up I set off for Beaufort once again. It was only a few miles away.

The channel into Beaufort from the intracoastal is tricky and I touched bottom again briefly. I made my way into the port and saw John Russell's catamaran on its mooring. I finally anchored nearby and took the dinghy to shore, took a motel room, and began to run down my list of things to repair. One thing I needed to do was get rid of the twin mattress I was using for bedding. It had been soaked since day one and would probably never dry out as long as I was at sea. The inflatabed for the queen size berth seemed like a good idea. If it got wet it could be toweled off and used right away, plus it could be deflated and stowed when not needed. I decided to get a pair of twin inflatable mattresses, one for each of the double bunks. I also needed to get a foot pump for the inflatable dinghy. The original was washed overboard, probably when I was aground and getting hit with gale winds from astern.

I needed to get my cell phone replaced or working again, needed sea boots, more gloves to keep a dry pair on hand during wet weather, plus the engine needed a new solenoid. I needed internet access to let everyone know what was happening, as I hadn't been in contact with anyone for more than a week. John Russell had e-mailed me with his number and that of a helpful friend in Beaufort and called him up. His name was Rob and he had lots of sea experience. He was a Sea-Tow captain and helped me run a few errands.

Going where ....(contd.)

It looked like I could continue in spite of my mistakes and rough treatment of the boat. His advice was to not push so hard and quit running the intracoastal at night. He was right. If I had been following his advice I would be further along with less damage, both to the boat and me physically. I looked in the mirror and I could see I'd lost some weight during this trip already. My plan now was to run the intracoastal to Cape Fear and then perhaps run outside if the weather permitted, then I could run all night and make greater distances.

More later, Andy

Firstly, let me say how glad I was to hear that Andy & boat had made it safely to Beaufort, NC. While in no way purporting to be an expert on running "the ditch" (ICWs nickname), sounds like Andy got bad info from the Mateo marina (definitely 45' clearance) and it sounds like he was given the clearances for the bridges on the far side of Roanoake Island. which eventually leads out into the Atlantic.

The marinas in Mateo (located on the eastern side of Roanoake), tend to deal with either sports-fishing boats (going out into the Atlantic) or small fishing boats going down into Pamlico Sound down the eastern side of Roanoake Island, so they probably figured Andy being a bigger boat would use the eastern entrance to Pamlico Sound.

Having said that, running down the ditch and it's associated waterways at night is fraught with hazards and it's a relief to hear that Andy has listened to some sage advice from Rob in Beaufort. In Andy's haste to get south, bucking conventional wisdom cost him more time in getting to Beaufort than the normal 4-5 days (205 statute miles from Norfolk,VA). While the meandering nature of the ICW is frustrating, there is an apparent thermocline during winter months in the Beaufort/Hatteras area.

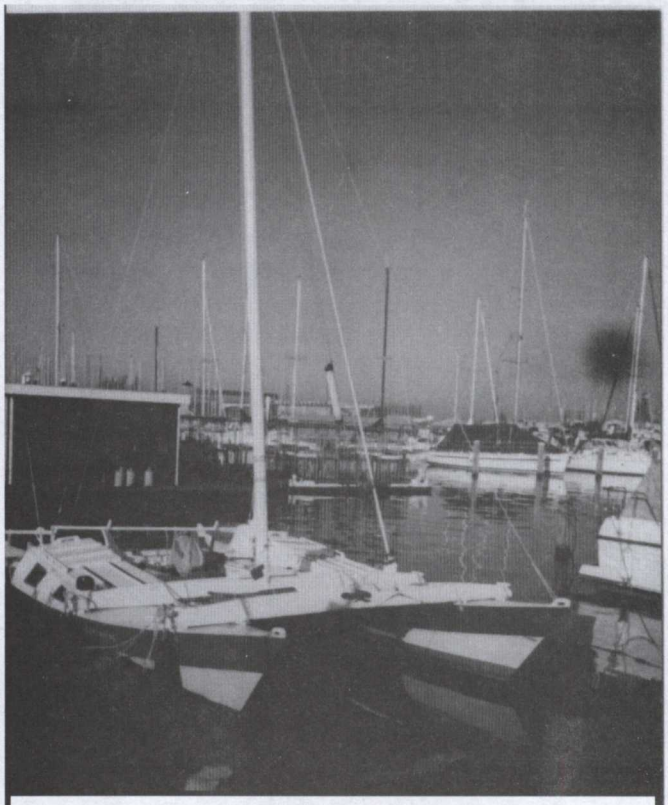
Once south of Beafort, Andy will see more days above 60F than below. So while progress may be slow it will be less unpleasant.

Bon Voyage Andy.....

Dave Peak (ICW '78,'82,'83,'94,'95)

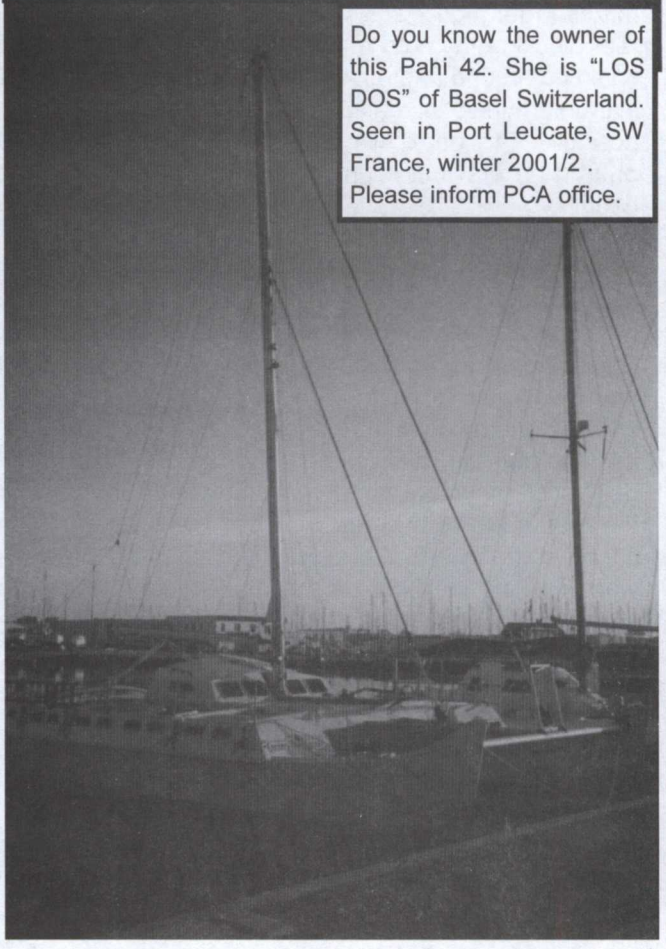
PS – I hope your next passage is warmer and less stressful on both you and boat.

Wharrams seen in Europe



Wandering around Holland, with fellow PCA member Geoff Cann, we saw Th.Doorman's Tiki 26 "ZEEAREND" painted in the colours of the Dutch flag.

Do you know the owner of this Pahi 42. She is "LOS DOS" of Basel Switzerland. Seen in Port Leucate, SW France, winter 2001/2 . Please inform PCA office.



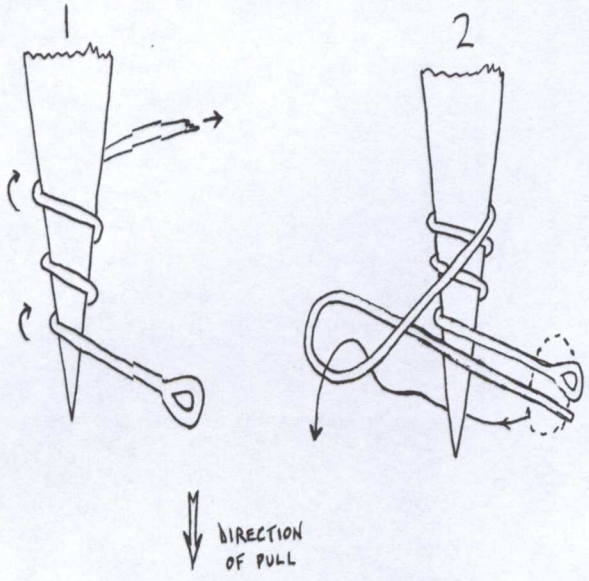
Hints & Tips

From Bob Kupps

For tensioning rigs or other application where a rolling hitch slips, try the "Icicle Hitch"

1 Take 3-5 turns away from the direction of pull.

2 Then take the last turn in front and half twist right to form a loop. Take both ends behind and up through the loop. Snug tight



WANTED

Qualified Sail Training Instructors (with or without own boat)

We've been asked by some members if the PCA could provide sail training for the general membership, as we used to in the past..

Before moving ahead with this, we'll need to identify if we have sufficient (if any) qualified instructors. As an association we've always had members willing to take guests out for introductory sails on our cats. But to follow this through, we'll first need to establish what resources we have for this proposed endeavour.

Please furnish PCA office with details of your qualifications & location.

Scott Brown Multihulls

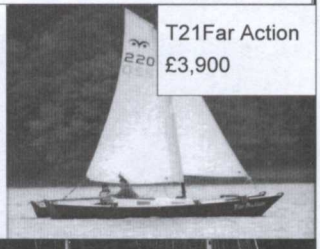
S B Wharram Catamaran Brokerage

INDEPENDENT WORLDWIDE

For a professional service

Boats currently for sale

Model	Number	Asking price
Hitia 17	2	£1,350 - £2,000
Hinemoa	1	£1,950
Tiki 21	6	Eu4.5k — £5k
Tanenui	2	£5k-6k
Tane	1	£5.5k
Tiki 26	3	£9k-10.5k
Pahi 31	1	£7.5k
Tiki 31	1	£12k
Tiki 30	1	£17k
Tangaroa 1 & 4	2	€22k-£21k
Narai Mk 1 & 4	1	£15-20k
Pahi 42	3	£30k—£42k
Tiki 38	1	$60k
Pahi 45	1	£60k
Pahi 63	2	£165k – 575DM


T21Far Action £3,900

P45 Tirla £60,000

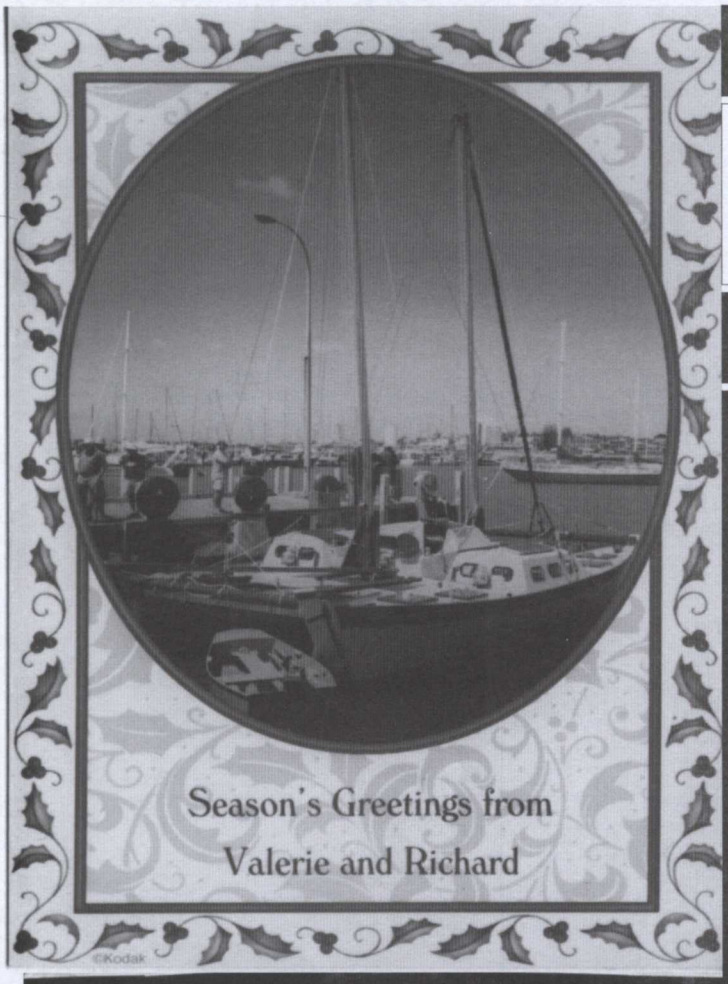
Carbeile Mill, Torpoint Cornwall PL11 2NW (UK)
Tel: +44 (0) 1752 812777 Fax: +44 (0) 1752 812888
Scott.Brown@multihulls.uk.com

Up-to-date list with prices, photos, inventories etc on:

www.multihulls.uk.com

or posted "snail-mail"

NEWS FROM SEA PEOPLE



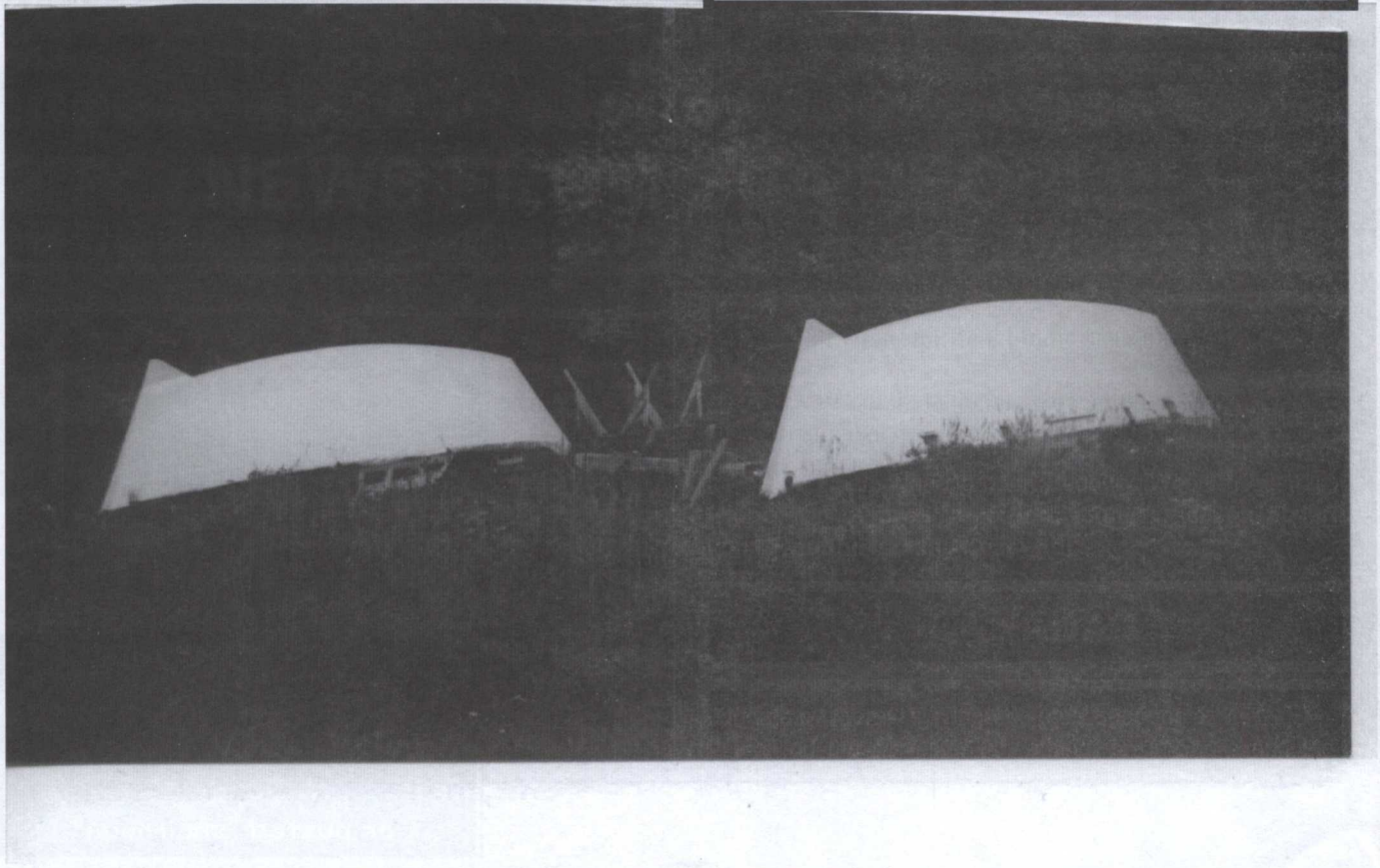
AUSTRALIA

Richard & Valerie Rummery, launched their Tiki schooner rigged Tangaroa Mk IV "Salad Days" launched 8th November 2001. Casmarina Harbour, Bunbury, Western Australia. **(Hope you enjoyed your first summer season aboard your beautiful looking boat –Ed)**

CANADA

Update on Gerald's Tangaroa (see Seapeople #45)
I took off the polyester (sheathing) on my hulls and the first part of the job is done, 6-8 oz cloth (depending) saturated with Epiglass 4-1 epoxy. Works very well, almost no air bubbles. Did everything alone and had plenty of time working it using 20 oz at a time with a special resin-resistant cloth roller. Then on the same day, I rolled over it two coats of white pigmented epoxy 3-1. It took me two days of work per hull for this operation, above the waterline one day and under the waterline the next. I added a coat of latex urethane (yellow) for winter. In spring it's sanding and finishing. In the meanwhile I'm slowly working on the spars, beams and pieces. "Bambi" (see page 27) says "Hi" too.
More news in July 2002 for launching.

Gerald (Daoust)



NEWS FROM SEA PEOPLE

KENYA

Hallo Ken

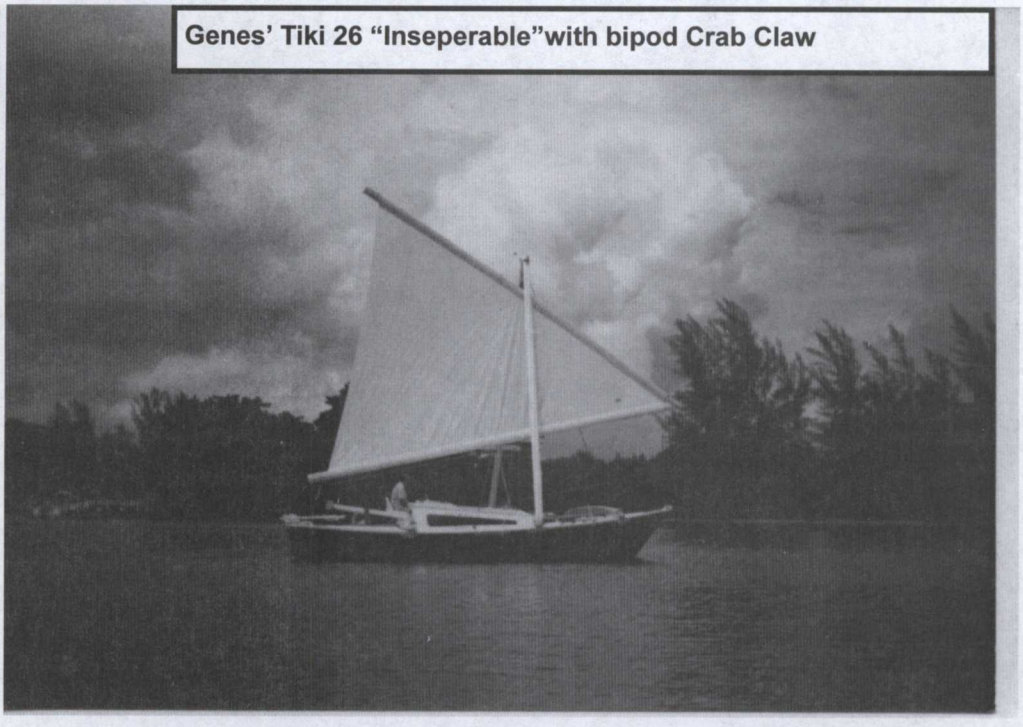
Launch on 25th Jan was a success, "Blue Cat" seems to go well. Had a large party on the beach with a suckling pig and a large quantity of beer and wine. Didn't smash a bottle of champagne over the bows for fear of damaging the paint but Kimbo and Linda, wives in the enterprise, poured plenty of bubbles over the topsides. Spent the afternoon sailing up and down the local bay. The second day we went fishing, caught a 5 kg member of the Kingfish family. Had a small problem on the third day, the mast fell down, we have not yet got the correct grade of pre-stretched dacron,so the substitute locally woven rope failed on the stbd. shroud. We were 5 miles from home but luckily a fishing boat towed us into shore and then we motored back home the next day. There was no damage but we are now waiting for the correct rope, and also doing some changes to the jib sheet cleats. Where do you put yours? We also have to make the beams and the decks less slippery.

Anyway we will soon be up and running again and are planning a trip to Pemba Channel.

Goes without saying that if there are any PCA types near this coast (which incidently is beautiful) they are welcome to stay/sail etc.etc. Hope you can unscramble this picture of Tiki 21, no.799.

Salaams and good wishes, Johnno (Beakbane)

USA



Genes' Tiki 26 "Inseperable"with bipod Crab Claw

Hi Ken, Congrats on the election and thank you for the note. Yes, I will try to get something off to you in the near future regarding my travels and times in the Florida Keys the last two summers. I stay in touch with Roger Ayres and have agreed to assist him with P. C.A. news and or activities in this area.---I am enjoying the rig on " Inseparable " so will not be trying any more experimenting until a change is required. Had I used the Tiki wing in the beginning, and not listened to others, I would have been sailing her a year earlier and saved a bunch of money.

I guess I was just obsessed with the idea and I certainly did learn a lot. I may even pass that learning along one day when I feel that someone would want to read it. I have been asked for advice on similar rigs a few times and when I gave it I no longer heard from the builders. My advice now is " ask away but weigh the information and do what you will". I am now mostly interested in sailing and seeing Dan Kunz and Clark Grimsley sailing what they are building. Best of luck to all. Gene Perry

Adventure By Appointment

By Ben and Olly Mullett

Sailing Beluga

"Beluga" is Tim Ainley's legendary Raka 36, whose very earliest adventures included accidentally flying a hull and recovering. This experimentally vindicated the Wharram deep Vee design philosophy and focus on safety. The leeward hull lost its 'grip' as intended and absorbed the gust energy by slipping to leeward, gradually bearing away like a skilled helmsman. For the full tale, there is an article included with the JWD Raka study plans - well worth reading.

Much water has passed between Beluga's hulls since then, and on June the 12th 2002 she celebrates her 20th birthday! Not many boats have been in the original builder's hands for that length of time, and Beluga's immaculate condition today reflects the skilled original construction and twenty years careful maintenance.

Tim was one of the team that built Nigel Irens' Formula TAG, another long-lived boat that set a new Jules Verne record as ENZA New Zealand and more recently carried Tony Bullimore around safely. Tim and Nigel remain friends to this day.

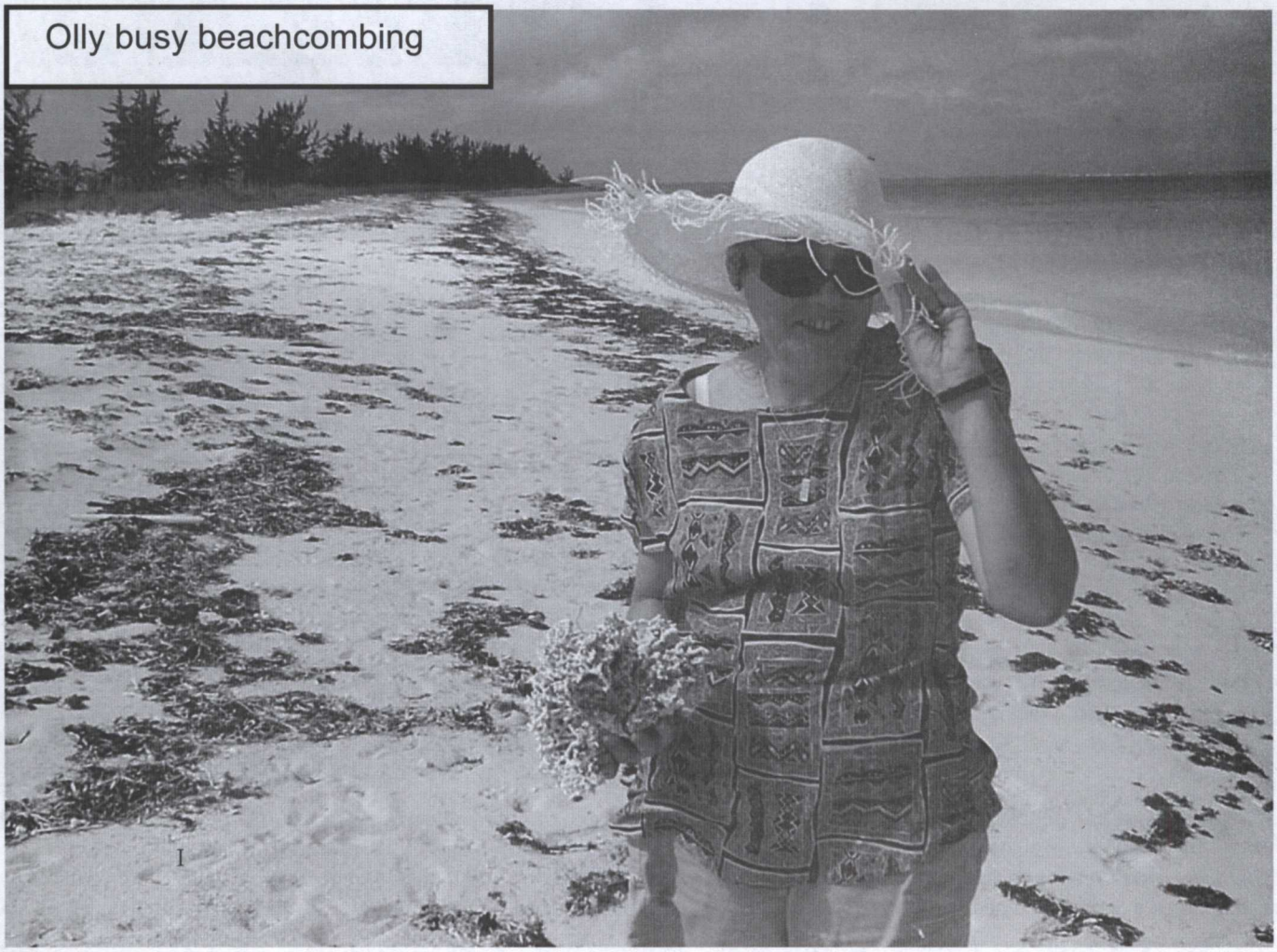
Today Beluga is based at Providenciales (Provo) in the "Beautiful By Nature" Turks and Caicos Islands whose shallow turquoise seas and brilliant sandy beaches were the most beautiful sight to be seen from space, according to NASA astronauts.

Tim charters Beluga by the day or week, and we were very fortunate to spend a day aboard as his guests. After picking up provisions we rattled off to an idyllic beach in the 'Leeward Going-through' anchorage, and there was Beluga, large as life and looking like the lively lady she is.

We dinghied out across the powerful tidal current, and clambered aboard in good order. In no time the provisions were stowed and the anchor up. We motored briefly whilst the sails were deployed, with Tim very much in command from a neat central cockpit with two winches that he used to such good effect that Ben was reminded of Kevin Costner in "Waterworld"!

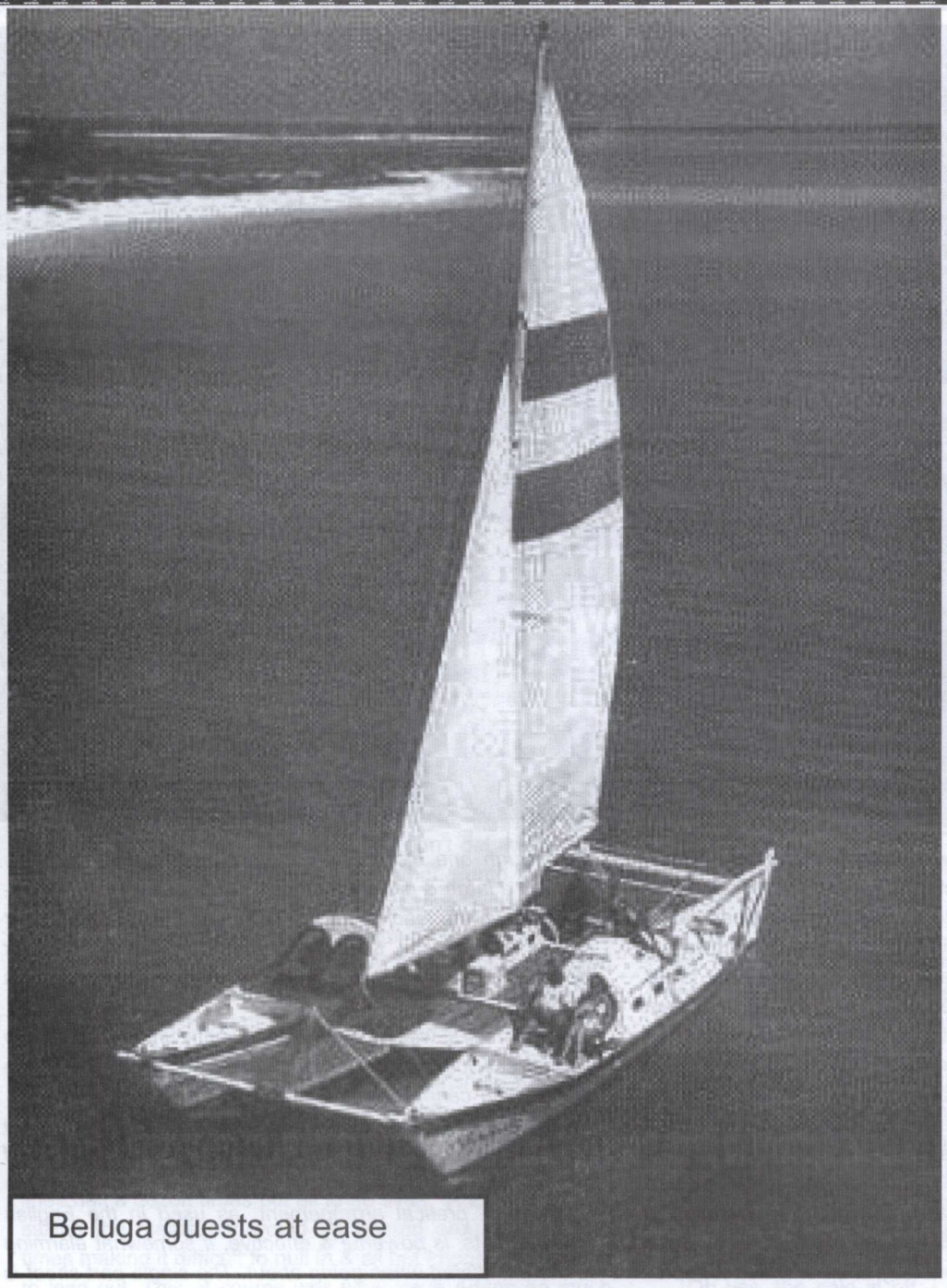
Sailing along the coastline inside the reef displayed Provo's shoreline to wonderful advantage - silver sands and occasional hotels and villas. Once past Grace Point Tim headed us for the break in the reef, and we sailed out, _very_ carefully, since he was trusting Ben with the helm!

Olly busy beachcombing



Adventure By Appointment

By Ben and Olly Mullett



Beluga guests at ease

The ship's dog is called Schooner, and this is probably a hint as to Tim's preferred rig. Schooner is in charge of security and enjoys taking the helm as well as long naps.... It's a dog's life.

We enjoyed a fine thrash out to sea - where the depth increases to over a mile in a few hundred yards - this Caicos "wall" attracts many scuba divers from around the world, and Tim takes charter customers diving and snorkelling around the reefs depending on their preference. Then we had a marvellous lunch, assisted by the contents of Tim's capacious drinks cooler and headed inshore again to meet up with another Wharram.

This turned out to be a Tangaroa that had been re-rigged by an impecunious individual, before being sold to it's present owner (Steve), and it certainly looked unusual but worked very well. After meeting up and an impromptu race with a passing monohull we headed for a delightful beach on a small island and there swam ashore to meet up with some more of Tim's friends in assorted boats. Schooner had a great time with the other dogs!

This was my first experience of reading the waters in coral, and it was a valuable lesson. Tim said that everyone puts their boat on the coral once or twice when learning, but that a Wharram can bring you home afterwards due to the deep vee design and massive keel scantlings.

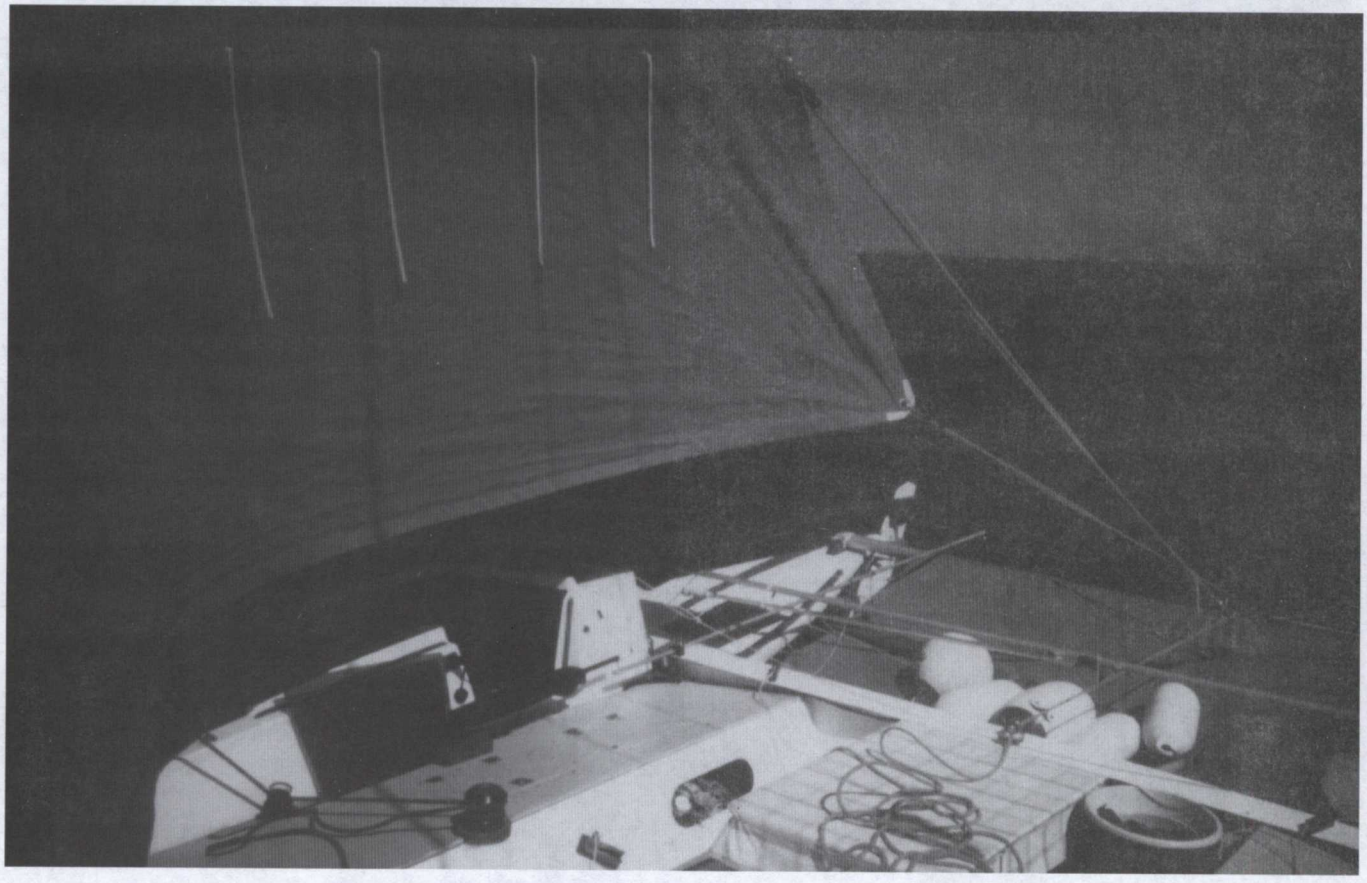
Tim also said that one need not worry about antifouling if good epoxy/glass sheathing is applied, since all he does is sit on a sandbank and let the current scour the hulls. Not quite sure if our leg was being pulled.... But why not?

We were fortunate enough to be invited to Steve and Roisin's home for dinner, and swam out to their Tangaroa for the return trip. Once again Ben was entrusted with the helm, and thanks to Steve's directions managed not to hit anything too hard! <grin> They live in a truly beautiful home adjoining a canal, it has a small dock where both Wharrams made a fine sight in the sunset. The musical meal that followed was the perfect end to the perfect day.

Our thanks to Tim and his friend Barbara and Steve and Roisin for a marvellous time, not forgetting Beluga and Schooner!

The Bawley Rigged Tiki

Mike Wynn



There is some contention over boats in the Wynn family. Father is, as you would expect, a Wharram enthusiast, elder son, Peter, has a 100 yr old Falmouth work boat called Juanita (read all about her in Magic of the Swatchways) while younger son, Adrian, sails a 60ft concrete boat in tall ships races. Adrian has sailed both our Tikis at times but has strong reservations about them. He disliked the tent on the Tiki21 because it had to be taken down before you could get away in a blow & got into a considerable tangle once on Jubilate, the Tiki 26, because the mainsheet had got itself twisted & would not run out smoothly in a gybe. For some while Peter looked after Jubilate for me. When he handed her back he said that there was one thing he had wanted to try & had not got around to & handed me a book by John Leather, the expert on traditional rig, a bit of which is reproduced , with permission, below.

The Boomless Gaff sail .....is now little used. Its principal advantages are the ease of area reduction & furling by brailing to the mast & the resulting clear deckspace with the sail brailed to the mast and standing gaff due to the absence of a boom. However, such sails flog badly in stays more particularly, when getting under weigh or bringing up head to wind and the mainsheet needs careful tending when running, as a gybe with a slack sheet can be extremely dangerous, & it must be kept fairly taut on the wind to minmize flogging in stays.....Usually only a single throat braid is used. A pair of small single blocks are hung from the gaff jaws & a light supple brailing line, preferably now of terylene rope, is led from a cleat at the foot of the mast, up through one block & across one side of the mainsail, through a large & preferably nylon, cringle about 2/3 the distance down the leach from the peak, back across the other side of the mainsail, & down through the other single block to belay at deck. A sail of 500sq ft can be brailed by this method.

The mainsail's weight should be slightly increased above normal sailcloth weight to compensate for the chafe of the brail, which cannot be fitted with any form of chafing gear. Point reefing is also usually fitted with this rig for reducing area for windward work. The mainsheet of a boomless gaff sail has to be arranged to flatten the clew & leach, & the commonest pratical arrangement, as used in the English bawley boats, is powerful & effective, if somewhat alarming to the uninitiated when going about. The single part sheet is shackled to a single lower block working on an iron horse across the after bulwarks; up through a single block hooked into the clew cringle; down through the traveller block; up to the upper single block hooked into the first reef cringle, & down to belay on a long pin through the traveller block. The sheet blocks on the sail can be shifted up the reef cringles for reefing, after the reef is tied, or, alternatively, the sail can be reefed down to the foot.

The boomless sail is an inefficient shape when running & in light weather a spar should be used to bear out the clew which is otherwise difficult to keep quiet, with a consequent frequent risk of gybing in a sea.

Leather, John. Gaff Rig Adlard Coles 1970 0229 974899
Note: Current reference is Leather, J. The Gaff Rig Handbook. Adlard Coles, 2001 Price £25.

The Bawley Rigged Tiki Mike Wynn

A lot of this rang little bells in my head. The main one, is not mentioned by Leather, is the problem that I have had with a quivering leech. This year we decided to do something about it but, unscientifically, changed two variables at the same time in that we put two short battens in the leech & also went over to the Bawley rig for our mainsheet. The result was a triumph; not a bit of flutter all the season. The problem was, of course that we didn't know whether it was the battens or the mainsheet.

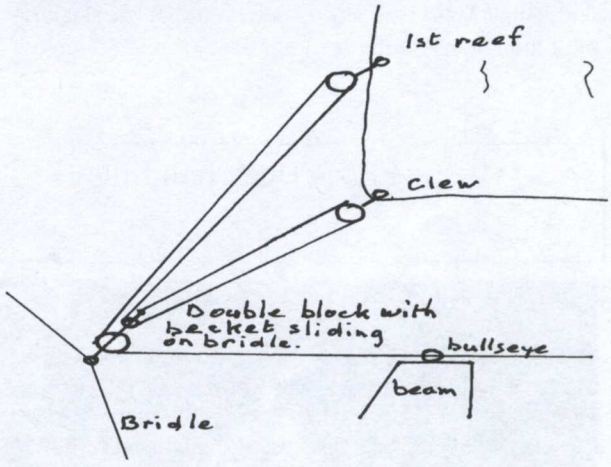
As some of you will have realized, I had a bit of a crisis of confidence this year & persuaded Jenny that we should sell Jubilate. As part of the getting ready for potential customers we changed back to the standard 4 part mainsheet & a few days ago (November 2001) went out for a sail with battens in but no Bawley rig. It was immediately obvious that the flapping was back & that the Bawley rig was an option that was well worth writing up.

Ours was slightly different to Leather's. We used the standard 2 part lower block. The upper blocks were single blocks out of the bilges clipped onto the sail at the clew & first reef point by aluminium carabiners of normal mountaineering type. The line goes from the becket on the double block to the clew, down to the double block, return trip to the first reef cringle, round the double block & finally to the bulls eye & cleat on the back beam. The conversion took 10 minutes & in my case cost me nothing except that I lost a reserve safety line. Reefing is easier because one crab stays attached to the sail all the time & you don't get the horrible flogging that happens when you try to hang onto the sail & shift the two part block. I know that Steve Turner usually takes the sail down to reef & have always thought him wise but it really is not needed this way. At the end of reefing you finish up with two blocks attached to the first reef cringle & it is the work of a moment to move one up a notch & you are ready for the second reef.

Another problem was the standard mainsheet was twisting. I have had three different types of rope as mainsheet & have scoured the books to find how the old sailormen used to lead the sheet across the blocks & have re-reeved the lines half a dozen times but all to no avail. After a few miles sailing the mainsheet would be twisted around itself four times making it difficult to pull in & all but impossible to get it to lead out. This of course was what gave Adrian so much hassle. With the two separate parts there was no chance of such a tangle.

The sail does not flog particularly badly in stays or when getting away but then it is a fairly light sail & moves off fairly quickly. On the Tiki the blocks are at the very back of the cockpit & you are unlikely to get in their way when gybing. On this point the battens have made gybing more difficult & I have had them tangled around the stays on a few occasions. I have noticed quite a bit of wear around the battens against the stays going downwind. Has anybody anything to offer on this?

The Tiki sail does seem to be inefficient downwind. Members may remember that Rory on Cooking Fat used to - hoist the gaff in front of the shrouds. I've never tried it but it sounds effective if you are only changing tack once every few days! Leather recommends booming out of the main. This sounds effective on a heavy boat that is going to be slow to round up but I don't fancy it on a Tiki particularly if the self steering is in action. I have a boom made out of about 8ft (Editor .Please do not put 2.4384m after that) of windsurfer mast. The narrow end is blocked off by a piece of wood with a bit of 4mm line through it (plenty of that on a Tiki that has been through a few changes of lashings!) & in the wide end a set of half round jaws made from ply. This is used to keep the sunshade up or as a lever to lower the mast or to pole out a sail. When not in use it fits in the front beam. I have never tried poling out the main, partly because I don't know where the jaws would fit. When I boom out the jib, the jaws fit neatly over the top of the sail (& don't seem to cause any chafe), & are tied to the first reef downhaul



loop & the end of the boom is loosely tied to the jib sheet where the geometry holds it secure.

The more alert among you will have noticed that there is a lot in the quote from John Leather that I have not used. I do occasionally scandalize the main to go a bit slower as I am about to let down the anchor but I have not got around to rigging up a line for reefing by brailing. My feeling is that the short gaff would make the angles all wrong but I have got a duff batch of line for beam lashings this year & I might just use the opportunity of 50m of string that I don't trust to do some experimenting with next year.

Oh yes, the sale is off. I got an unbelievable amount of hassle from friends & relations who said I could never do it & an offer I couldn't refuse from Los Nietos marina so that I can keep the boat there all year without being forced out in the high season.

So there you have it. A very simple change which gives a quieter sail to windward, easier reefing & a main sheet that runs safely in & out. So far as I can see there are no disadvantages. If you try it let me know how it goes, especially if you try the reefing by brailing part. It might also be interesting to note the use of an ordinary mountaineering karabiner as a snap shackle. I seem to remember some comment on the price of snap shackles. My last krab cost £4 on 29 Jan 02. Their strength must be undisputed and they survive salt water very well.

"Anak Mas" – Sailing to her new home from Brazil

Edo Berentsen

Amsterdam, 10 January, 2002.

What a nice surprise to see a picture of my "Anak Mas" in SEA PEOPLE # 45 of October, 2001. Thank you Bob Parry, and sorry that we did not meet! Yes, I was in Amsterdam to buy a lot of things for the boat, and no, she is not a Tiki, nor a Tikiroa, but a good old TANGAROA of 31 years old. How I washed ashore in Fortaleza, Brazil, you can read in SEA PEOPLE nr. 41 of April, 2000.

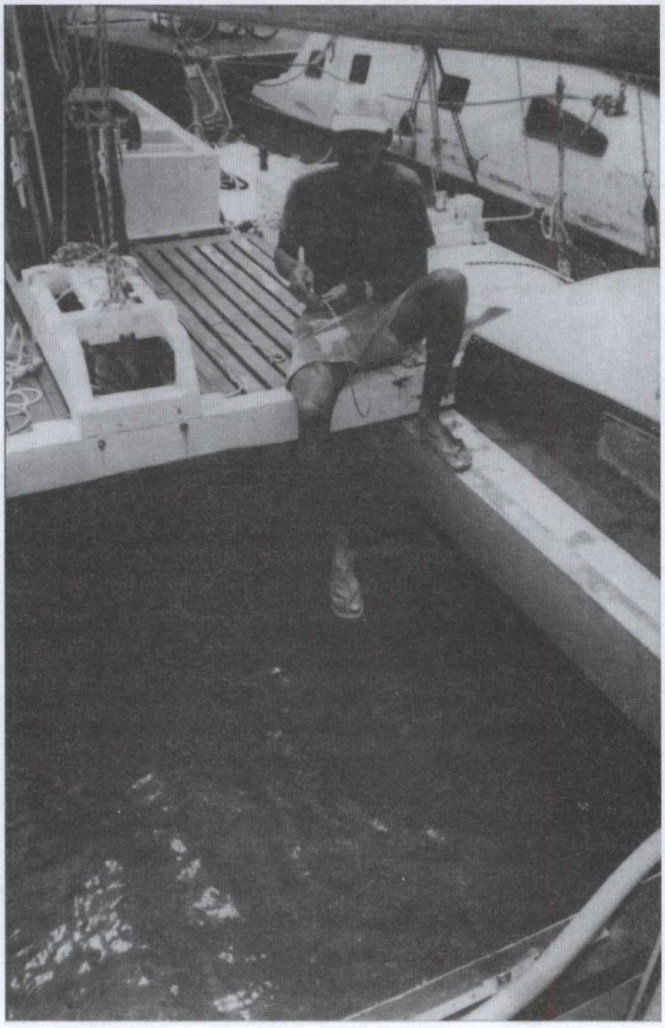
In January, 2001 my assignment in Albania came to an end and "Anak Mas", was waiting in Fortaleza (North-East Brazil) for a long planned total refit. Seven months of hard physical labour in the tropical climate of that part of Brazil followed and "Anak Mas" was slowly converted into a sleek new cat after the original features of her design were restored.

Assisted by a team of Brazilean handymen, and a carpenter (thank you, Pedrinho, Mazinho, Armando and Dé-Dé) I tore out the slat decks, knocked down the ugly pilot house and removed the whole electricity system. That was the easy part; rebuilding it was another story. But with the invaluable help of Rick Malaise, a Swedish boat builder who built a beautiful Colin Archer himself, Anak Mas came back to life and was ready to go by the end of November.

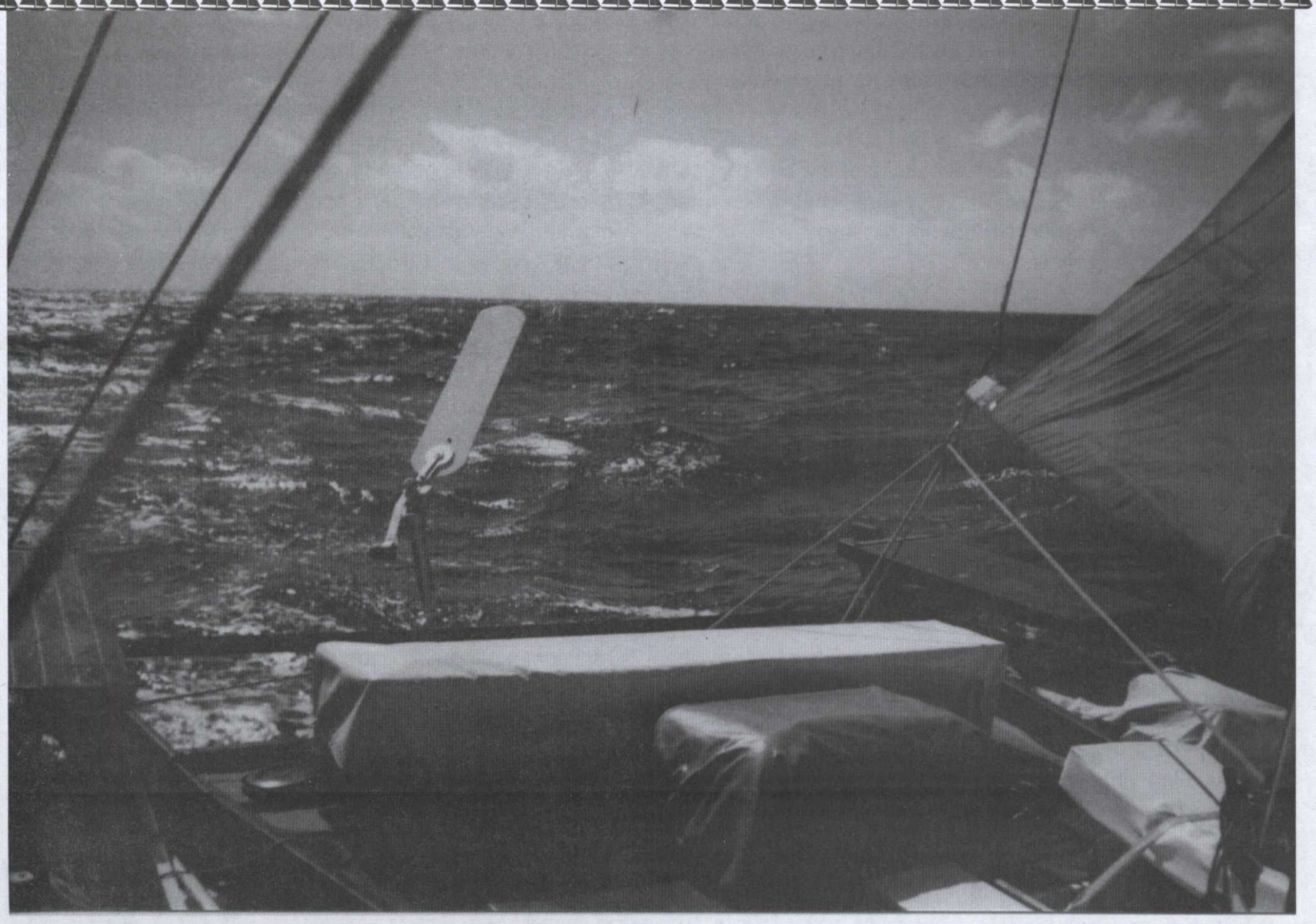
In the mean time I got a big project in (formerly British) Guyana, so the logical decision was to sail my boat to Guyana and the 24th of November I set sail for a 1,500 nautical miles singlehanded trip to Georgetown, Guyana. The blood, sweat and tears of the previous seven months paid off. "Anak Mas" appeared to be faster, drier (with the new, closed, flush decks) and more comfortable. The first three days, and with the tempestuous South-East trade winds in my back, I made regular daily runs of 180 Nm; an average of 7.5 knots of speed-made-good.

Edo – Busy painting

Pedrihno – Slats removed to reveal private swimming pool (tropical option)



"Anak Mas" – Sailing to her new home from Brazil



Having crossed the equator I sailed straight into a very high pressure area, laying becalmed for four days, but still drifting in the right direction by the North-West setting "Guiana current" (2.5 knots per hour) and being grilled like a shrimp in the murderously hot sun.

After another week of light and variable winds fishermen welcomed me to the territorial waters of Guyana and the 6th of December, at sunset, I sailed up the Demerara River to a warm welcome by the pilots and the harbour master.

The trip was not without set-backs. One mile outside Fortaleza the front part of the port-side tiller broke off, thank God just before the cross-bar connecting both tillers, so I could keep using the windvane self-steering device. Two stainless steel top stays, supporting the top of the main mast snapped off with a bang, but the mast stayed upright, stepped as it is in a huge tabernacle and firmly supported by its four lower shrouds. I managed to get the spinaker down and could replace the broken stays with two spare halyards.

The starboard hull was badly leaking in the beginning but that gradually petered out on down-wind courses. Due to the heat I had to jettison my fresh vegetables and potatoes within five days but vitamin-C tablets made up for that.

An ocean bird hitchhiked with me for two days performing remarkable balancing acts on my slippery solar panels, leaving them full of sh*t.

The fast motor vessel that approached Anak Mas zig-zagging some 60 miles from the pirate infested Marowijne river (Suriname) and which I awaited with my shotgun at the ready appeared to be peaceful fishermen, so all in all the journey was pretty uneventful.

Guyana will be my fatherland for the coming 3 – 7 years. Guyana is a beautiful, almost empty, tropical country the size of England with vast areas of tropical rain forest, stunningly beautiful rivers which can be navigated by any yacht, wide empty savannahs and endless opportunities for jungle trekking, bird watching, and other ways of eco-tourism. Most yachts now pass this paradise on their way to Trinidad and visiting yachts are extremely rare. Maybe two in the last ten years. I have talked about this to the harbour master of Georgetown and the two of us are firmly determined to put this country on the chart. I shall write a new article on this with all the details a skipper should know.

Dear friends, I wish you and your beloved-ones a very happy, healthy and prosperous 2002 and needless to say that you are all welcome in Guyana.

Cheers!! Edo

Plywood Nightmare

by Anne & Neville Clements

I was looking through a few old photographs of our building project (Tiki46 sail # 1) and I came across these shots of the plywood problem we had. As you mentioned in your earlier article (PCA issue # 45), we are now nearly done, but the boat you see today had to be rebuilt after we destroyed our first lower hulls becausse of the bad plywood and started over. I would like to share what we learned about plywood with your readers so that they might protect themselves from a similiar fate.

First of all, we did buy the best quality marine ply from a reputable dealer in Bristol, England specializing in marine timbers with ads in all the wooden boat magazines and appearing at major boat shows. It was stamped with Lloyd's Approved BS 1088 Marine Plywood and we expected that protected us from this kind of dissappointingly shoddy material.It came as a shock that 30 out of the 80 sheets of ply that we bought in our initial order, were defective and we could easily have not discovered the problem and gone ahead and built an unseaworthy boat. I hope all builders will take this opportunity to learn from our disaster and protect themselves from this problem.

When we were unloading the first sheets of ply off the delivery truck, I noticed that there were some faint streaks running across the grain of the wood but I did not think it was important because you could barely see them and so I said nothing about it at the time. I trusted the reassring Lloyd's Approved Marine Plywood stickers and left it at that. Within a few days I had coated one side of the faintly streaky plywood with epoxy according to the Wharram design plan and we stacked those sheets along the side of our well ventilated building shed until they were needed. We had a lot of rain that Autumn and over time the uncoated surface of the ply developed a more streaky appearance in our unheated shed just because of the dampness in the air, but it did not bother me because that side would have the fibreglass and paint on it before the launch so it would not show u on the finished boat. The side I had already coated with epoxy did not show any change in the faint streaking pattern so I was not concerned. We continued building.

The grim discovery came when gluing the sides on our lower hulls nine weeks later. I noticed a slight bubble in the last ply sheet on the port hull which we had glued onto the stringers. I could press the outer laminate of the ply and see movement in an area about 4 inches across and I just knew that was wrong. John Barker from the Wharram Designs office was working with us that night and I called him over to see the bubble and he opened it with a chisel thinking that we could repair the defect with some fibreglass and that it would be only a small problem easily overcome. As John worked , I could see that there was no glue in the area of the opened blister under that ply laminate and I showed John the streak of no glue that ran up from there and was visible in other areas of that sheet. We all started getting worried at that point. John then suggested that we should remove that whole sheet of ply we had just put on and work quickly before the glue went off since it was obviously defective throughout. Then I realized what I was looking at and the horror of it hit me. It was the streaks I had noticed earlier. I showed John other sheets of ply we had put on earlier in the week with the same streaky pattern and we all stopped work on that hull immediately because we could see that the whole lower hull was structurally unsound.

We went to the pub and had a silent meal, drank one beer, and all of us came back and went to bed miserable. Next morning we inspected the other hull and saw that the streaky ply was in it as well and in both keels and all our work had to be scrapped. I can't tell you how that felt, but I will never forget it.

A few days later we had been visited by the manufacturer and our timber dealer, and I learned that the streaks were caused by a lack of glue in the ply manufacturing process. Apparently the roller applicator of the manufacture was faulty and in the streaky ares, the ply did not have enough glue applied and in some areas there was no glue at all. So when the manufacturee pressed the laminations of ply to make the finished sheet, there were some laminations not glued completely to other laminations. We were actually able to tear some of the ply apart with our bare hands. If we had continued building the boat with that plywood, any bond to an outer laminate would have certainly been torn off the inner laminates and the boat would have come apart. Realize that we had been visited by several people who were very knowledgable about plywood and boat building in general and they had not seen the problem either.

When we started building again, we used plywood from a different manufacturer and we inspected all the ply sheets very carefully. One day I found a bubble two feet across and it was also Lloyd's Approved top grade Marine Plywood. So it is not a problem with only one poor manufacturer. This happened with two manufacturers from different countries and we bought the best grade of marine ply we could find. Builders must inspect their own plywood because it is not reasonable to trust Lloyd's or your timber dealer to inspect it for you. **You gotta inspect your own ply very carefully and that's all there is to it.**

As we were cutting up our lower hulls for disposal, we tried to discover everything else we could about ply defects and we took our miserable time and looked hard. We discovered several gaps in the inner laminates where required repairs had not been made. In marine ply any defect in the inner laminate must be repaired in a specified way so there is no missing material. This had not been done in our ply.

Another thing we found were areas where the inner laminates had over lapped one another and simply been pressed so the surface was smooth but the overlapping left tension in the inner laminates. This is not allowed in marine plywood.

A fourth fault we discovered in our ply was that some of the faults in the inner laminates had been repaired properly but then no glue had been put the repair so it was pressed but not fastened to the laminate next to it. It was potentially a mini bubble and anything glued to that area would not have full structural integrity.

Plywood Nightmare (contd)

The fifth fault we learned about was what the manufacturer called pre cure. This is where the inner laminater is coated with glue for the pressing of the ply sheet, but the glue has dried or gone off before the pressing takes place. The glue then does not bond the laminates at full strength and we found several areas where our ply could be torn apart with our bare hands.

As you can magine, this was all depressing and unsettling to us and we did consider giving up the whole project at that point. But this was our dream - to build our own boat and live aboard in our new ocean home. We are both stubborn people and experienced cruisers and we were not going to give up so fast.

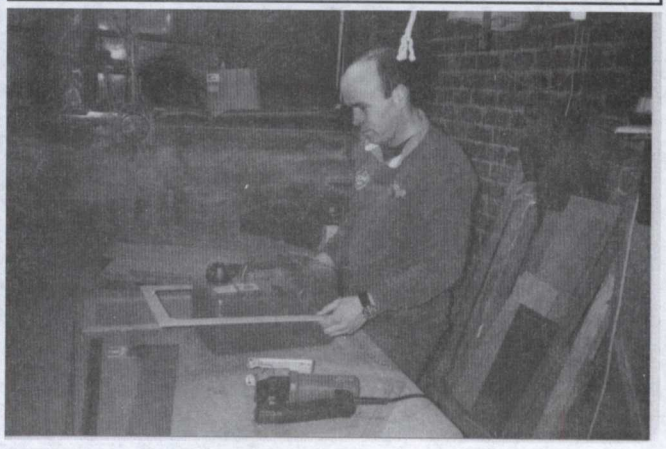
Getting the settlement from the timber dealer was difficult & time consuming & at times it was insulting, aggravating & depressing too. I will never forget Ruth Wharram's kindness over the phone & by mail, or the visits from the entire Wharram Design team, the West System glue representative, or our surveyor who all helped us considerably during that time. But finally we did reach agreement & got a good settlement & went back to work. It is now four years later & in May we will launch our good boat.

Tiki 26 – Jeremy Slack nearing completion of build

Dry fitting cockpit seats

These recent photos tell some of the story. The hulls are upside down at present. Some of the keel strips are fitted and the sides are being filled and faired for painting and copper-bot treatment. Seems like not a lot left to do, until you write it all down.

"Look Far" should still be launched in April.



"Glad I measured twice on this one "

Plywood (contd)

As we completed our TIKI 46 we developed several rules for working with plywood which I would like to share with you in hopes that this will help you avoid problems of defective plywood. Rule #1: Inspect all ply on both sides at delivery and look along all edges before you accept it. Look for streaks, bubbles, gaps along the edges and overlaps in the inner laminates. Try to see if any suspicious areas can be easily delaminated. When in doubt, reject the ply. A reputable dealer will take it back without question.

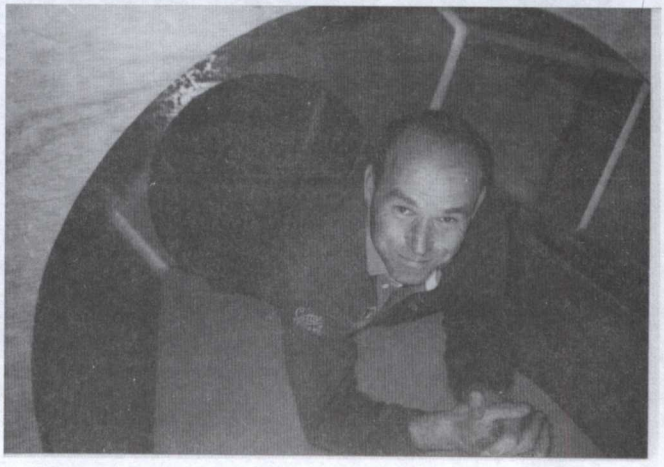
Rule #2: As you cut the ply into shape inspect it again especially looking at the edge to check for gaps, overlaps, poor laminate bonding etc.

Rule #3: As you coat any ply surface, inspect it for any bubbles in the laminate indicating poor laminate bonding. Often these can be seen best when the surface is wet with epoxy. Get your face near the edge of the ply and look across it with a light glinting on the surface.

Rule #4: Coat all the edges of the cut pieces of ply with epoxy and inspect them again as you do so.

We have done all this inspecting with great care and assured ourselves that there are no defects in any of the ply we have used. We have a nicce boat now and we have faith that it will take us over many ocean passages and through storms safely. Because we have built the boat ourselves and inspected the ply this carefully, we know it is good.
And again, Ruthie, thank you for those phone calls.

Jeremy apparently resting on his laurels.



Belfast Anchor – Economical Alternative Dave Peak

"Bright ideas cure problems" begins the introduction to Ian Nicholsons' "Designers Notebook" published by Adlard Coles Ltd ISBN 0-229-11801-1. Of the 300+ ideas presented in the book I'd like to present one with the authors permission.

The Belfast anchor is a design readily made in a home workshop, it is a modular anchor, an attractive characteristic in any anchor, especially a storm anchor where the weights of the individual components are of a weight that can be managed by all crew members....but becomes titanic as a single unit. I've personally addressed this need with the Fortress FX-55 in the past but at £400+ not a purchase to be under taken lightly.

Welded steel anchors have been in use for years by fishermen, most don't even bother galvanising them, just using oversized materials to allow for rusting and weld up another next year or the year after.

More versatile than a Danforth style anchor, the Belfast will reset when the boat swings. A more realistic comparison would be with the Delta anchor, but that of course doesn't break down for simplified storage as does the Belfast.

If you decide to use stainless steel for your anchor you'll offset some of the higher cost of the stainless by eliminating the need for galvanising (or painting).

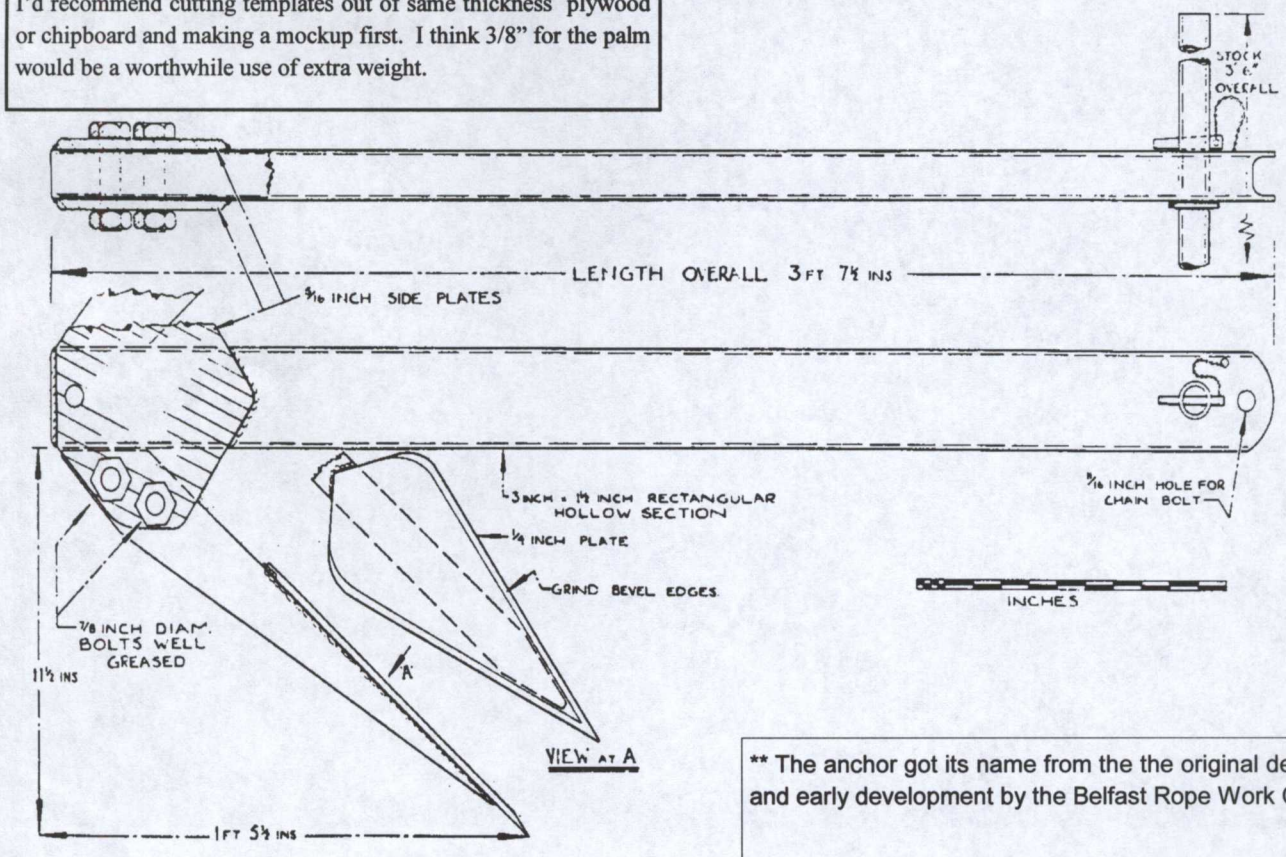
The drawing here will produce an anchor of approx 30lbs, depending on thickness of the rectangular hollow and round hollow section selected. With mild steel plate at approx £1/ $1.40 per lb, plus half an hours welding cost, plus galvanising - this 25lb anchor shouldn't cost much more than £50. Bigger heavier anchors will see correspondingly larger savings.

Anchors to suit your boat can be scaled up or down. I'll personally be building 3 to set up a triangulated hurricane set.

Advantages other than cost and storability include -
* the ability to modify the fluke to give it bigger, wider palms for anchoring in mud
* ideally the angle of the arm to the stock can be increased from the standard 32 degrees to 45 degrees for a soft mud only anchor (as per Fortress anchors).
* The ability to sharpen the palm on a simple grindstone, with only the palm needing regalvanising.

The anchor can be deployed with both palms attached or just one. If leaving boat unattended for any period of time, it is recommended to only attach one palm (less chance of upper palm fouling the rode). When deploying in this single palm mode, a shackle should be placed through one of the unused bolt-holes and then the anchor should be lowered to the sea-floor in the horizontal position via a rope through the shackle.

I'd recommend cutting templates out of same thickness plywood or chipboard and making a mockup first. I think 3/8" for the palm would be a worthwhile use of extra weight.



** The anchor got its name from the the original design and early development by the Belfast Rope Work Co.

Cat Corner North Caicos

Ben and Olly Mullett

This is not as well documented as it might be, since we did not sail there aboard Pilgrim,(our Tiki 30), but we certainly want to!

North Caicos is the most northerly of the "Beautiful by nature" Turks and Caicos Islands, whose former tourist office slogan was "Where on Earth are the Turks and Caicos?". Grinworthy.

To spare you the embarrassment of finding an atlas we are talking about roughly 22N 72W, between the tail end of the Bahamas and Hispaniola. Cuba is nearby to the South West.

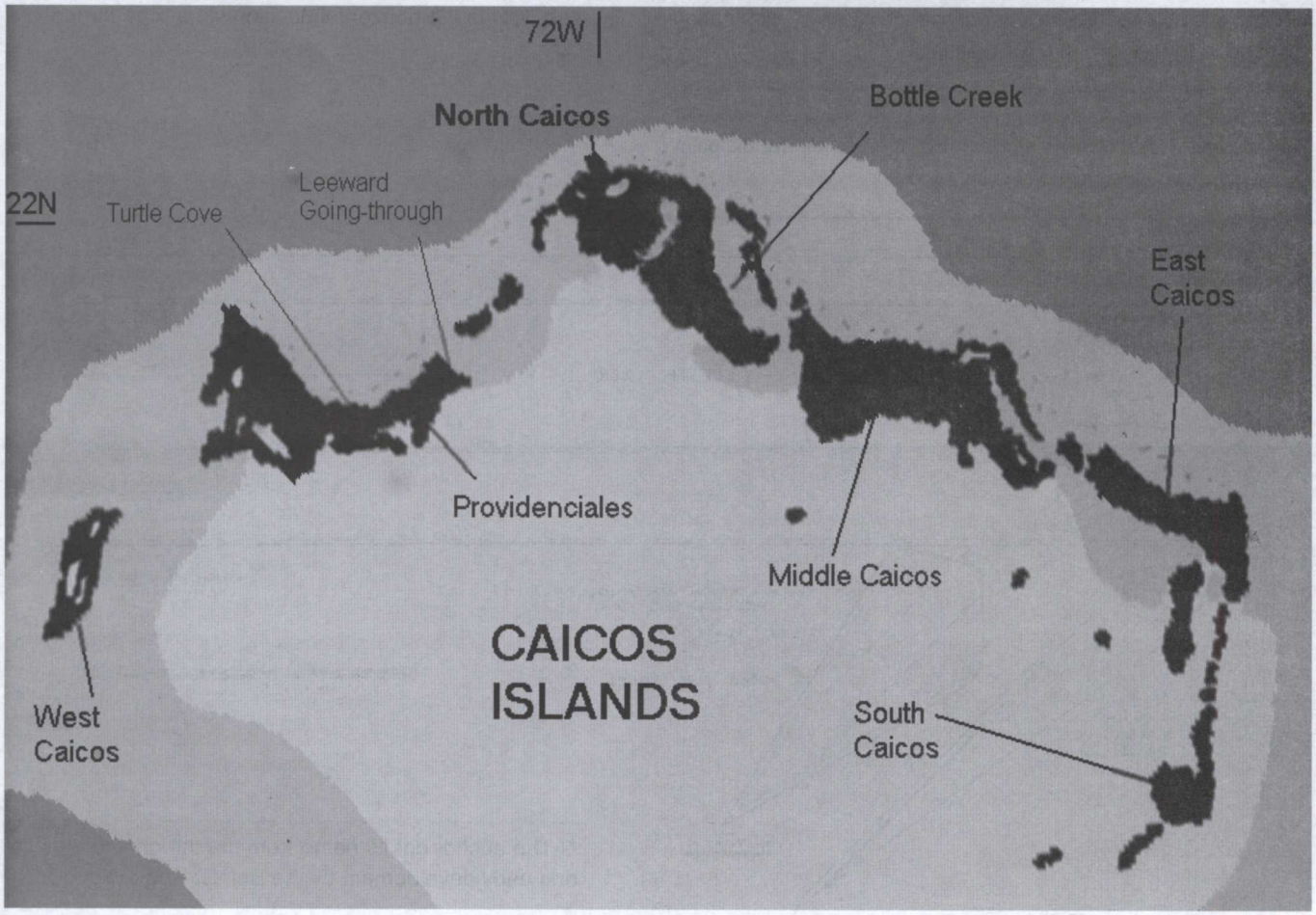
Chartlets

Our overview does not include Grand Turk and Salt Cay (both worth a visit) since it would have made it it too big. Anchoring can be a problem there, since anchorages are open. On Grand Turk the North Creek lagoon entrance has silted up, and is now very narrow and shallow. I might try to get Pilgrim in at high water, but would continually be worried about getting out. The width is a serious problem for us. Bring a shovel and some tough blokes to dig your way

Please do not attempt to use our sketch-maps for navigation, they are NOT suitable. We can recommend the Wavey Line Publishing charts TC001 and TC002 by Capt Bob Gascoigne, as well as the Turks and Caicos Guide by Stephen J Pavlidis, Seaworthy Publications, ISBN_1-892399-01-6. Much of the tourist info has inevitably changed - but the chartlets are invaluable. Even with these it will be necessary to feel your way in! Locals suggested crossing the reef at Ropier Cut, following it SW to the end of East Bay Cay and entering Bottle Creek that way. You are recommended to study the pilot book carefully, and preferably follow a local the first time you go in.

Local info

The tourist info in Lonely Planet was reasonably up to date. We stayed at JoAnne's BnB at Whitby Plaza and enjoyed it very much despite having an extended attack of "Skipper's Back" that inhibited Ben from walking far or driving the $60-a-day rental car, but JoAnne's heat pad helped greatly. Many thanks JoAnne!



Cat Corner North Caicos

Ben and Olly Mullett

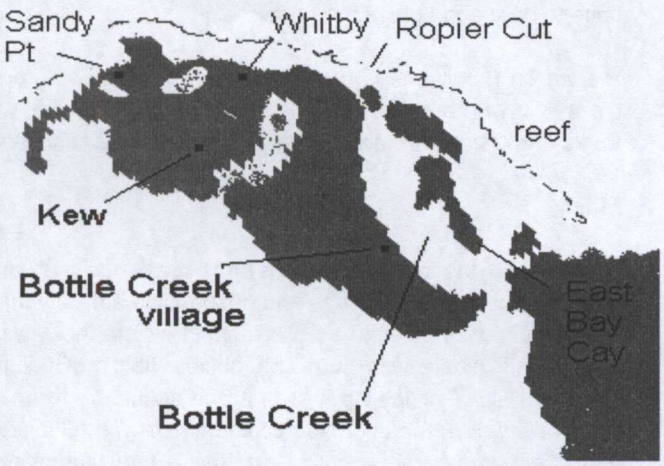
Once inside Bottle Creek, a huge sheltered lagoon offers good protection in most conditions for boats of 4 foot draught or less. Local opinion is that with a Tiki 30 and 2 ft draught "you can go anywhere, mon". Well, within reason.

The bottom is mostly sandy with some weed, and good holding with a suitable hook - a lot of lightweight Fortress anchors are in use. The sand can be soft and a Delta is probably better than a CQR of the same weight due to its larger area.

This beautiful lagoon is a wonder to see, with clear clean water and delightful islands to the North. Going ashore at the Major Hill slipway you are a mile or so from the airport and garage. Just follow the road straight inland.

Along the coast to the north-west at Horsestable beach and Whitby there is one of the finest unspoiled beaches I have seen. We stayed at Whitby Plaza for around three weeks and only once saw other people in the sea. The photos show the beach as crowded as it gets, and this was high season. Highly recommended.

The Prospect of Whitby (aka Club Vacanze) is a swish resort that charges US$8 for a soft drink, and its beach side was infested with biting sand flies when we visited. Very nice to look at and good service, but not for us.



North Caicos & Bottle Creek

At Sandy Point there is a dock, but little else. It might be worth dropping in there to see if anyone is headed for Major Hill or Bottle Creek and willing to pilot you in. And do give a hail on the VHF, since many locals keep them in their homes, cars, and businesses. You can often book a table or order a taxi if they are in range.

Bad weather

Boats have reputedly weathered hurricanes at Bottle Creek, but much depends on the boat and where/how it is made fast. The mangrove islands are probably best, but one must allow for the severe tidal effects which can allegedly reach 20 feet in a bad one.

Having said that the last big hurricane hit was in 1985, and although there have been strong winds caused by nearby storms local belief is that they are pretty fortunate here.

Shopping

The Bottle Creek settlement is a small village a few hundred yards inshore up a steep ridge. Here MyDees store opens when a fresh shipment arrives, usually Thursday or Friday. It's worth checking since sometimes the supply boat is late, but Darval will usually open up when the stuff arrives.

There is another store near Mydees, with a soft drinks machine outside, and they have a reasonable stock of canned goods. The Bottle Shop near the airport is convenient, but it is worth heading into Kew village if you have transport, since the beer there is cheaper! Just bear right at Kew Post Office, and keep a look out on the right for large gates with improvised signs that tell of beer.

North Caicos is not the best place to provision for a voyage, since the prices reflect the additional transport costs, but you can 'top up' your stores adequately. Provisioning is best done on Providenciales, where there are supermarkets with prices comparable to Europe - a bit dearer than the USA.

(contd – next page)

Letters Letters Letters Letters Letters

Do send us letters and postcards, emails, telegrams and porpoise post. It's good to hear how things are going in your part of the world, and to share your concerns.

The PCA office has been asked where members can buy copies of "Two Girls, Two Catamarans".
We've been advised by the JWD office (01872 864 792) that they can supply copies from there. Hanneke also advised that it can be ordered from their website and also from www.amazon.co.uk (probably useful for overseas members).

The Pushpit.....

Dates for your diary -

See Launchings (back page)

May 20th deadline for magazine materials

Late May Wharram racing on Lake Neusiedl, Austria (minimum of 5 Wharrams needed)

June 14-16th Austrian Rally on Lake Neusiedl to Hungary is planned.

From Rod McLaren, at the African Rainbow Resort, GHANA.
Construction of the African Rainbow Resort is well underway. How about an international sail-in for anytime after July 1, 2002? Lots of room in the cove & on the beach for polycats of all sizes!! Best swimming back in West Africa!! Great beer, large lobsters, marvelous music!!
Our Tiki 21, "African Dream" finally hit the water this week after being tied up in customs. First paying charter customers went out with me yesterday. Life is great.

Cat Corner North Caicos (contd.)

Transport

From the local airport on North you can fly to Providenciales (Provo) the commercial centre of the islands for US$30 one way. But beware of North Caicos taxi fares. A mile or so can cost you US$20, and he'll want $2 for each bag as well! They are unmetered, so there is no argument possible. Bad deal. It's cheaper to fly!

Provo

It's probably better to sail to Provo and anchor (take care, there's a real current) in the "Leeward Going-through" near the marina - you can dinghy over, have a beer or a meal, and arrange car hire, ($50 to $60 per day, ouch!) since the main commercial centre is a way away from Leeward.

Turtle Cove Marina is much nearer the centre, but has been hopelessly polluted and therefore stinks pretty bad.

There was a good bit of finger-pointing going on, with the landlubbers blaming the live-aboards (now mostly gone) and the ex-live-aboards pointing to the absence of shoreside washing facilities, no pump-out, no toilets other than in bars, and a number of hotel, bar and commercial septic tanks seeping into the shoreline water table. Either way, it still stinks of sewage like some bad old Med ports. Not recommended for more than a very brief stop.

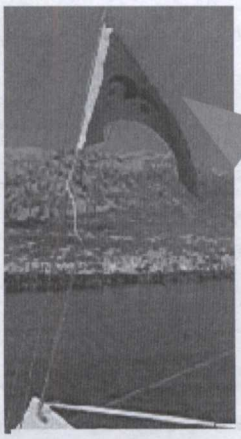
Besides, you'll still need transport for victualling and exploring, and the Leeward situation is fine if you hire a car. Just head inland from Leeward on the the 'Leeward Highway', along a rapidly-developing strip reminiscent of the worst excesses of US consumerism, but it does have a choice of stores and other facilities. Don't blink, or you'll miss the town! As you can maybe tell, we preferred the peace of North Caicos.

Provo offers a wide variety of bars and restaurants, and again we found Lonely Planet reliable enough. Some places were for sale, and some (like the hilltop Erebus Inn) were re-launching themselves. The well-run Erebus will become "The Miramar Resort" but hopefully its ideally placed Sunset Bar (yes, the sunsets are beautiful there) will continue to be a good place for a drink.

Ashore on Provo one is never far from a building site, or a big 4-WD with a steroid boom-box, but that's not what the Turks and Caicos are about. Stay afloat, and live at anchor.

Finally

Once afloat, the beauty of the islands reasserts itself and the gorgeous empty beaches and desert isles are truly marvellous, as are the inland areas on North, where the wildlife is rich and varied, with huge dragonflies, flocks of flamingoes and all. Our feeling was that one should try to enjoy them now before the unbridled consumerism and "Gangsta-mafia" economy creeps out to ruin these beautiful islands once for all. Ah well.



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Committee member Gerald Winkler shows
our Burgee in the Adriatic (issue 43)
That's the way to do it!

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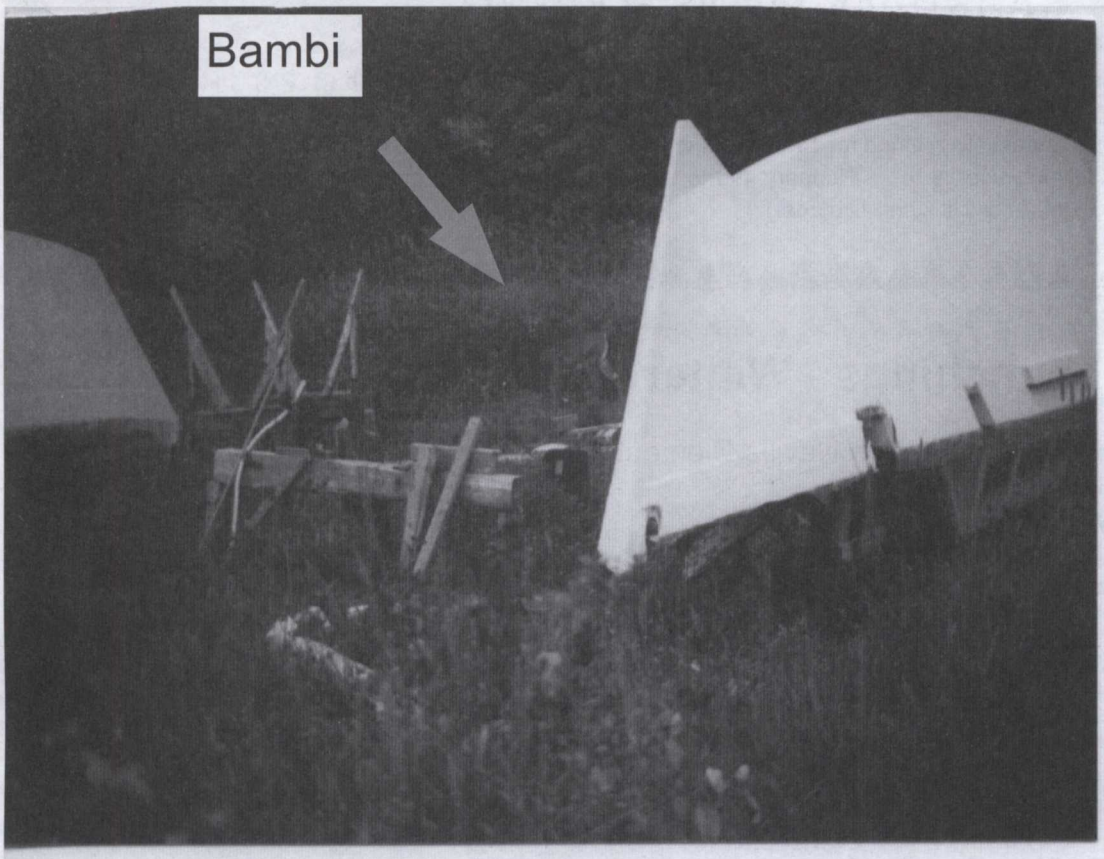

Here's Bambi. Wharram builds attract all kinds of visitors, but this has to be a first.

A ships deer ?

If you know of strange or amusing events or traditions that your fellow Sea People might be interested in, please send details to Editor, C/O PCA Office, 118 Howeth Rd, Bournemouth BH10 5NS, UK. Or Editor@pca-seapeople.org

DITTY BAG

DITTY BAG DITTY BAG DITTY BAG DITTY BAG DITTY BAG DITTY BAG DITTY BAG DITTY BAG DITTY BAG

Free Advertising in the Ditty Bag for all PCA members. Boats, plans, or bits and pieces For Sale or Wanted.
Offer or seek services as captain, crew, cook, bottle washer or bottom scrubber.

Hi, Anybody interested in a Wharram Tane based in Essex
£3000
Regards Don L

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donliddard@hotmail.com
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VOLVO 2003 28 HP (D shaft) and long cat leg for sale. Complete with instruments, can be seen running. Everything to fit and go. Needs a service and possibly a prop change depending on your boat. Would exchange for a large long-shaft outboard, electric start in GOOD running order complete with accessories 50+HP or sensible cash offer. +44 (0)7771 508460 MOB D. Brooman

If you too like the idea of visiting the Canaries and don't mind doing a bit of painting and fettling, there are usually a couple of spare bunks on Pilgrim. Why not drop me an email? ben_mullett@lineone.net

FOR SALE - GRP TIKI 26 – "Eumundi" at Millbrook
Professionally built, launched 1991, in vgc full inventory including deck tent, launching trolleys lots of extras. £12,800
contact Mike Smith 01752 822617 evenings

"BELUGA, ADVENTURES BY APPOINTMENT "
contact Tim Ainley – sailbeluga@tciway.tc or P.O.B. 385, Providenciales, Turks & Caicos Islands, British West Indies

FOR SALE - TIKI 21 –
Very high spec, professional build, new alloy mast, West through-out, beautiful example, £4,900. ask for details
Phone Chris Price on 01437 710 534

AUSTRIAN PLANS FOR 2002

⇒ We plan for a real Wharram Cat race end of May at Lake Neusiedl, a local Hobie club (SCPN) is keen to provide the logistics.

⇒ Our summer rally is tentatively planned for 14-16 of June 2001; current plan is to have a fleet sail across the border (there's also a wildlife refuge there) to Hungary and to stay there overnight. Paperwork is getting easier, but we have to check the details out (it's an EU border).

Launchings - Winter2001 / Spring2002

⇒ TIKI 46 – "PEACE IV" – Ann & Neville Clements	(Bristol, England)	May 2002
⇒ TIKI 26 – "Look Far" – Jeremy Slack	(Poole, England)	April 2002
⇒ TIKI 21 – "AFRICAN DREAM" Rod Mclaren	GHANA	Launched
⇒ Tangaroa "Salad Days" – Richard & Valerie Rummery	AUSTRALIA	Launched
⇒ TIKI 38 – "TOUCHWOOD" – Dave & Rita Barker	(Essex, England)	April 2002
⇒ Tiki 21 "BLUE CAT" Johnno Beakbane	KENYA	Launched
⇒ Your boat ?????		